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2002 Regional Transportation Plan for Del Norte County Del Norte Local Transportation Commission (LTCO)

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1: EXECUTIVE SUMMARY

The Del Norte Regional Transportation Plan inventories existing transportation systems and describes the development needs of all modes of transportation. The Regional Transportation Plan reflects the mobility goals and objectives of the region and is directed at achieving a coordinated and balanced regional transportation system. It is the intent of the Del Norte Local Transportation Commission (LTCO) to utilize the document as a tool in providing a realistic direction for future transportation improvements in Del Norte County.

The 2002 Del Norte Regional Transportation Plan (RTP) was updated by the LTCO to comply with the California Transportation Commission's (CTC) recently adopted RTP Guidelines. These guidelines have prompted a number of changes in both the format and the content of the RTP. Needs assessment information for all transportation modes has been updated, and future needs are now specified as either short-term (0-10 years) or long-term (11 – 20 years). The horizon year for the 2002 RTP is 2025.

The 2002 Del Norte RTP is LTCO's primary regional transportation planning document. LTCO's member entities are Del Norte County and the City of Crescent City. This update was also prepared in coordination with the California Department of Transportation, District 1 (Caltrans), the local transit authority and transportation agencies, local tribes, residents, and other stakeholders.

TRANSPORTATION GOALS AND SUMMARY OF NEEDS AND ISSUES

GENERAL OVERALL GOAL

To promote a coordinated and balanced regional and interregional transportation system, considering all modes of transportation and available funding.

1A. PUBLIC TRANSPORTATION

Goals

- To promote a coordinated and balanced transportation system.
- To provide transit services for the general public and the transportation disadvantaged to the extent that resources are available and the services are reasonably cost effective.

Summary of Needs and Issues

- Operation of cost-effective public transportation systems through monitoring of transit service performance and needs assessment.
- On-going analysis of the existing Del Norte public transit system.
- Consideration of the expanding role of the Consolidated Transportation Service Agency in providing transportation for seniors and people with disabilities.
- Continued coordination and consolidation of transit services.
- On-going analysis of the fixed route/dial-a-ride service combination.

1B. NON-MOTORIZED TRANSPORTATION (Pedestrian and Bicycle)

Goals

- To support the use of non-motorized transportation and improve facilities in the Crescent City area to increase use.

Summary of Needs and Issues

- Continued pedestrian improvements in the urban areas as well as on all school routes and established school crossings.
- Continued emphasis on radius curb-cuts in the greater Crescent City area for people with disabilities.
- Bikeway improvements pursuant to the Bicycle Facilities Plan.
- Quantification of both commuter and recreational impacts so that funding opportunities for non-motorized transportation impacts may be effectively pursued.

1C. AVIATION

Goal

- To maintain and improve airport facilities for general and commercial aviation.

Summary of Needs and Issues

- Support effective operation, maintenance and development of the Del Norte County Airport facilities.
- Encourage increased utilization of passenger and/or commercial services to maximize potential development opportunities for the Del Norte County Airport.
- Encourage and plan for compatible surrounding land uses and services at the Del Norte County Airport.

1D. HIGHWAYS/STREETS/ROADS

Goals

- To maintain and improve the highway system and the system of major local streets and roads to meet regional and interregional needs.

Summary of Needs and Issues

- Continuing development and improvement of the State highway system, particularly Routes 101, 199 and 197.
- Planning for the development of Routes 197 and 199 to re-secure “Brown” status and eventually to accommodate long (STAA) trucks.
- Coordination with the Department of Transportation regarding the Regional Transportation Improvement Program and the State Transportation Improvement Program development and the system planning process.
- Maintenance, rehabilitation and improvement of county road and city street systems.
- Quantification of recreational impacts so that funding opportunities for recreational traffic impacts may be pursued.
- Encourage local agencies to consider developer participation in roadway improvement projects as a way of mitigating the impacts of new development.
- Continued implementation of the Service Authority for Freeway Emergencies (SAFE) Call Box System Plan.

1E. GOODS MOVEMENT (Maritime and Truck)

Goals

- To develop county truck and freight routes to accommodate goods movements
- To develop the harbor to fully utilize its potential.
- To encourage improvements to Routes 197 and 199 that will allow safer movement of trucks.

Summary of Needs and Issues

- Tight curves and narrow lanes limit accessibility for longer length trucks.
- Effective operation, maintenance and development of the Crescent City Harbor facilities.
- Monitoring of Crescent City Harbor service and facilities as part of identifying and planning for areas of unmet future demand.

1F. TELE-TRANSPORTATION

Goals

- To support the development of tele-transportation as a viable mode of transportation.

Summary of Needs and Issues

- Improvement of the local tele-communications infrastructure to facilitate the offering of more tele-communications services.
- Distribution of broadband Internet within the community.*
- Obtain regulatory approval for enhanced tele-communications services.

1G. TRANSPORTATION SYSTEM MANAGEMENTGoals

- To reduce travel demand on the region's highway and roadway system.
- To reduce the amount of investment required in new or expanded facilities.

Summary of Needs and Issues

- Encouraging the use of transit and ridesharing
- Encouraging walking and bicycling as alternatives to the automobile
- Encouraging planning policies that will maximize the use of existing public resources

1H. RECREATIONAL TRAVELGoal

- To develop a system of interconnected pedestrian, equestrian, and bicycling trails and public transit suitable for active recreation and transportation.

Summary of Needs and Issues

- Encouraging the use of travel by foot, horse, or bicycle.
- Improving the trail system within the county so that residential areas are linked to local recreational areas.
- Providing more access to Redwood National and State Parks via trails and public transit.
- Developing parking areas lots near existing trailheads.

1I. INTEGRATED LAND USE, AIR QUALITY and TRANSPORTATION PLANNINGGoals

- To encourage development that makes efficient use of existing public resources.

Summary of Needs and Issues

- Encouraging new residential and commercial development that will maximize the use of existing transportation facilities.
- Encouraging improvements to the transportation system that will promote and encourage safe, convenient and enjoyable travel by modes other than automobile.
- Promoting the use of technology to minimize traffic congestion.
- To reduce the quantity of emissions of pollutants from automobiles.

TRANSPORTATION SYSTEM DESCRIPTION

Del Norte County's transportation system is a network of roadways, bike paths and pedestrian walkways, transit and truck routes, waterways, pipelines, and airports. In addition the system is supported by transportation related facilities such as roadside call boxes, and enhanced by tele-transportation facilities such as wire and wireless communications. Individual system components are described below.

Public transportation services in Del Norte County are provided by the Redwood Coast Transit (RCT). The transit service provides two fixed route services as well as a demand responsive, door-to-door service that operates in the greater Crescent City area. Service area boundaries are set by the County of Del Norte and the City of Crescent City joint operators of RCT. The transit service provides a fixed route bus service to the Klamath area. This service is used primarily by commuters, six days per week from Crescent City to Klamath. In addition, RCT recently launched a trial fixed route service in the greater Crescent City urban area and is planning to add both morning and evening hours to that route.

Historically, it has been determined that providing service to outlying areas is not feasible because of the high cost and relative lack of demand for such service. The special transportation needs of the frail elderly and people with disabilities are provided primarily by the Consolidated Transportation Service Agency. Privately operated transportation services provide a necessary link outside Del Norte County to other parts of the state and nation.

The Del Norte LTCO updated the Del Norte County and Crescent City Bicycle Facilities Plan during fiscal year 1997/98. The "implementation summary" portion of the plan and the "existing and proposed bikeway" portion of the plan were updated during the 1999/00 fiscal year. The LTCO encourages the use of bicycles as a means of transportation and supports improvements to bike routes as well as facilities for safe, convenient and enjoyable cycling. Routes in the Bike Plan were selected to accommodate existing and future needs. Additional bicycle parking facilities in the greater Crescent City area were recommended for the convenience of cyclists.

There has been a steady increase in the number of persons utilizing passenger services at Jack McNamara Field, the County's primary airport. Commuter air service is currently by SkyWest Airlines, which uses larger capacity 30-passenger cabin-class planes compared with the former 19 passenger planes used by the previous carrier. In addition, increased frequency of flights per day, and the provision of non-stop flight service to San Francisco have resulted in an increased number of air passengers.

Fifty-passenger regional jets are anticipated to be utilized by SkyWest in the immediate future, necessitating changes to passenger facilities and runways at McNamara Field. Substantial infrastructure improvements as well as airport modernization and enhancement work have been undertaken recently in an effort to make the county's primary airport more attractive to commercial passengers and private pilots.

The State highways passing through Del Norte County are the most heavily traveled roads in the county and are part of the backbone of the region's highway network. These include Highways 101, 169, 197, and 199.

State Route (SR) 101 extends the length of Del Norte County from the Humboldt County line, to the Oregon border. It functions as a principal arterial serving both interregional and interstate traffic. SR 199 links SR 101 to Interstate 5 at Grants Pass, Oregon and is used for both recreational and commercial purposes. SR 197 connects SR 101 with SR 199 just north of Crescent City and is the primary route for commercial vehicles that cannot easily negotiate the section of SR 199 that passes through Redwood National Park. SR 169 provides local service to a few small communities between southern Del Norte and northern Humboldt counties along the Klamath River. County roads provide essential traffic service to the unincorporated areas in the region while the city streets provide circulation in the incorporated area.

Planned development has occurred on land adjacent to the Harbor area over the last five years. Additional visitor facilities at Battery Point include parking areas, handicapped-accessible parking spaces, restrooms, visitor information, and wheelchair-accessible beachfront access. Development within the Harbor district area has included visitor seating and viewing facilities, beautification, launch facilities, boat slips, additional parking areas, and on-going dock rehabilitation.

The Del Norte LTCO supports tele-transportation as a viable mode of transportation capable of reducing vehicle trips. The 1997 Del Norte Local Transportation Commission Tele-Transportation Study identified existing and future needs and issues for Del Norte County, including improvements in local communications technology infrastructure, and tele-transportation opportunities for Del Norte residents, businesses and public institutions. Work is continuing on tele-transportation planning, development and funding issues.

SUMMARY OF NECESSARY FUNDING

TEA-21, the Transportation Equity Act for the 21st Century, signed into law in June of 1998, builds on the initiatives established by its predecessor legislation the Intermodal Surface Transportation Efficiency Act (ISTEA). The new legislation authorizes funding for highway, highway safety, transit and other surface transportation programs for 1998-2003. It includes an assurance of a guaranteed level of Federal funds for surface transportation through the year 2003 with an annual floor for highway funding keyed to receipts of the Highway Account of the Highway Trust Fund.

In California, transportation projects are now developed, authorized and funded through a complex planning process, established by State law in January of 1998 – Senate Bill 45 (SB-45). It is an important piece of legislation because it marks a significant shift in authority away from State level decision making toward regional level decision making. SB-45 establishes two basic funding categories, the Regional Improvement Program (RIP) and the Interregional Improvement Program (IIP). After Caltrans' administrative costs are deducted, SB-45 provides that 75% of the State's available transportation funds be directed to the regional share and 25% to the interregional share. Regional transportation planning agencies like LTCO have primary authority to determine the use of RIP funds while Caltrans has primary authority over the IIP funds.

Available funding is still inadequate for most of the transportation programs in Del Norte County however. State and federal funding coming to Del Norte is generally apportioned by formula based on a combination of population and centerline miles. While these kind of formulas help assure that counties receive their fair share of available funds, they make it very difficult for small counties to complete expensive new construction projects. Other funds, available through discretionary grant programs, are generally made available through competitive processes. While a potentially valuable addition to local transportation programs, accessing these funds requires that staff resources be available to respond relatively quickly when funding announcements are made.

PUBLIC INVOLVEMENT/CONSULTATION PROCESS

The planning process for the 2002 RTP was developed to provide various opportunities for public involvement and coordinated consultation with local Native American tribes, local governments, citizen groups, and other stakeholders. The update process includes conducting four public workshops, held at various locations in the region, to solicit input during the update process.

ENVIRONMENTAL CLEARANCE

Environmental impacts due to State highway projects identified in this plan will be addressed on a project-by-project basis as described in Chapter 8. Traffic impacts on local streets and roads, impacts to transit services, pedestrian and bicycle facilities, aviation and the harbor have been addressed.

PLAN CONTENT/ ORGANIZATION

The 2002 RTP for Del Norte County is both a resource and a guide, for integrated and comprehensive regional transportation planning. The 2002 RTP contains an Introduction, Needs Assessment, Policy Element, Action Element, Financial Element, Environmental Assessment, and Appendices. Needs, policies, and actions are organized by the transportation issues/modes listed above.

- The Needs Assessment Element identifies the regional transportation system's existing operations and deficiencies (future needs) having regional and statewide significance.
- The Policy Element identifies goals, policies, and objectives, also organized by mode/issue. The Policy Element identifies RTIP (Regional Transportation Improvement Program) recommendations for implementing 10-year and 20-year objectives.
- The Action Element recommends specific improvements for short-range and long-range capital programs, cost estimates, and responsible agencies. The improvements for implementing the RTP are based on STIP and RTIP planning and programming, and recommended project and program actions by mode. New to the 2000-02 RTP update is the inclusion of program level performance measures.
- The Financial Element presents the costs, revenues, and deficits/surpluses for each transportation mode. This element gives an inventory of existing and potential transportation funding sources, surpluses, and shortfalls. This element also lists financially constrained and unfunded projects. The Financial Element is consistent with the goals, policies and objectives of the RTP; 5-year STIP fund estimates; and projects included in the ITIP and RTIP.
- The Environmental Clearance describes environmental impacts and compliance. The basis for preparing a Supplemental EIR to the EIR prepared in 1992 is discussed. There is also a description of regional, state, and federal air quality standards compliance measures. Coordination and consultation with the North Coast Unified Air Quality Management District, California Air Resources Board, and applicable federal air agency contacts is summarized.

2. INTRODUCTION

AREA PROFILE

Del Norte County is the northernmost coastal county of California and has a total land area of approximately 1,070 square miles. The County is bounded to the north by the state of Oregon, to the east by Siskiyou County, to the south by Humboldt County, and to the west by the Pacific Ocean (see Figure 2-1). Crescent City, the county seat, is located within the central coastal region of the county. The city is located roughly halfway between Portland, Oregon and San Francisco, California, with Portland, Oregon, 330 miles to the north, and San Francisco approximately 350 miles south.

The county's diverse geography includes both mountainous inland conifer forests and temperate coastal rainforests as well as rugged coastlines with gray sand beaches on the Pacific coast. The climate of Del Norte is consistently mild along the coast, becoming more variable inland. In Crescent City and along the coastal fringe, temperatures fluctuate minimally, from about 40-55 degrees during the winter months to an average of 55-65 degrees during mid summer and early fall months, with higher temperatures when coastal fog disperses. Inland, temperatures differ markedly, often falling some 10 degrees below coastal winter averages, and conversely reaching 75-85 degrees or higher during summer/fall months. Del Norte/Crescent City area Annual rainfall generally ranges between 80-100 inches, with the heaviest rainfall from November through March.

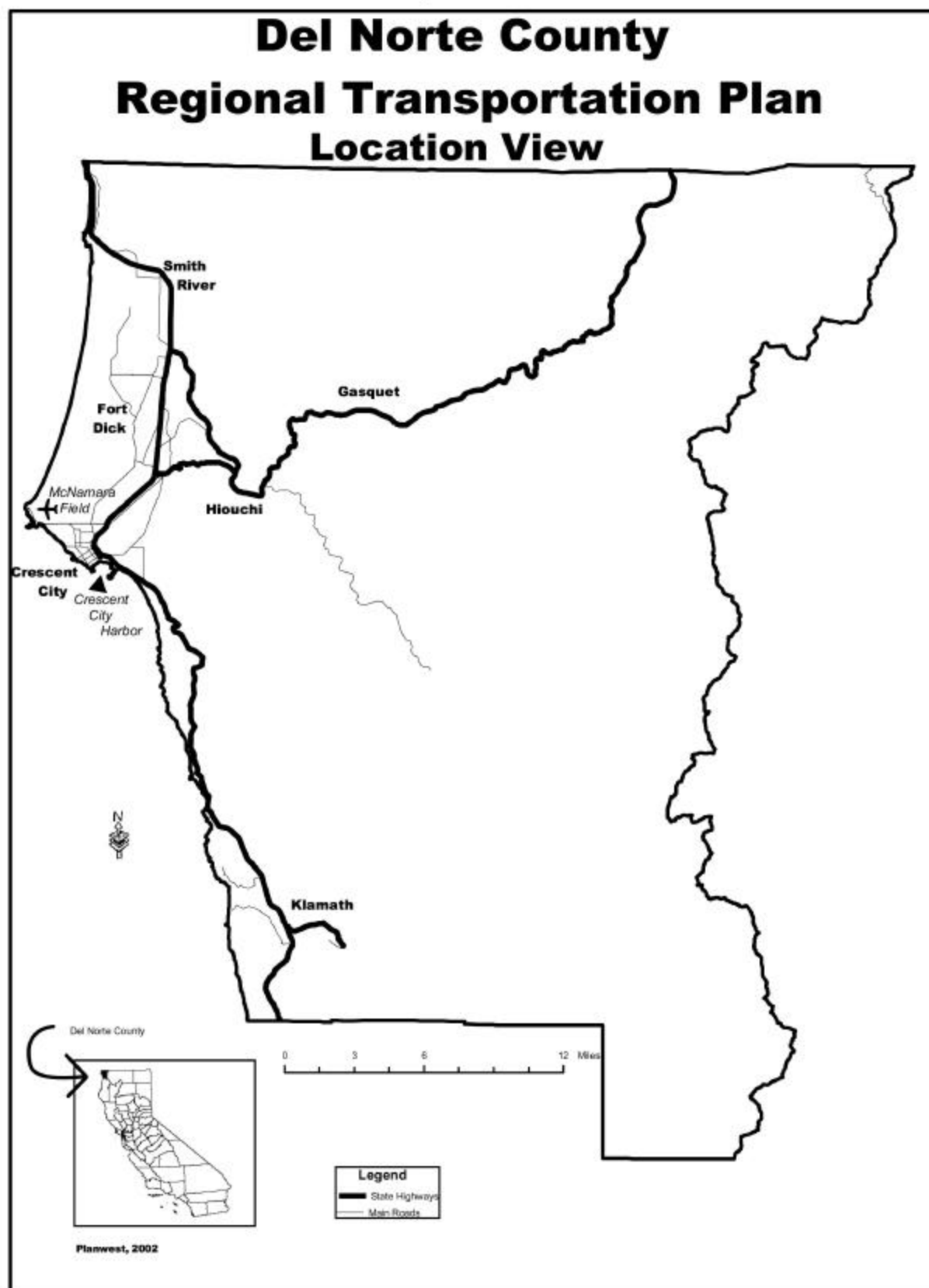
POPULATION AND GROWTH TRENDS

The California Department of Finance (DOF) prepares estimates of population on an annual basis for all cities and counties in the state. This data is derived from residential building permit data, birth and death records, and driver license address change information.

According to the DOF's January 1, 2000 estimates, the population of Del Norte County was estimated to be 28,043. This estimate for Del Norte County includes the City of Crescent City. The incorporated section of Crescent City accounted for 7,461 including the 3,384 inmates of Pelican Bay State Prison.

The California Department of Finance predicts that Del Norte County's population will grow to 34,500 by 2010 and 39,000 by 2020

Figure 2.1



ECONOMIC PROFILE

Historically, forest products, agricultural products, and the fishing industry were the most important industries in Del Norte County. However, the local economy has shifted from timber/agricultural-based production to a service industry economy over the past 10-15 years. As of the mid 1990s, there are no major lumber mills operating within the county. In 1998, less than 8% of the workers were employed in the agriculture/farm/fishing and lumber industries, whereas approximately 40% were employed in these industries in the mid 1970s.

Del Norte County has experienced a modest but steady rate of growth in recent years. The latter part of the 1990s has seen growth and development in Crescent City level off from the higher levels generated by the construction and annexation of the Pelican Bay State Prison during the early 1990s. Other areas in the county, such as Smith River, Hiouchi, Gasquet, and Klamath have experienced low levels of residential growth and development.

Government employment and the service sectors now make a significant contribution to the local economy. Due to Pelican Bay State Prison, 20% of employees in the county now work for the State of California. Pelican Bay State Prison employs approximately 1,400 people, and generates an annual prison payroll of approximately \$80 million. Overall, federal, state, or local government employs 36% of all employees in Del Norte County.

The beauty of the land and the abundant wildlife provide the basis for a strong tourism sector for the Del Norte economy. Hiking, fishing, nature-based tourism activities, hunting, and swimming are important recreational activities along the rugged coastline, within the Redwood forests, and along the Smith and Klamath Rivers of Del Norte County. Hotel accommodations, retail shops and restaurants employ 41% of the employees in Del Norte County. Hotel/motel accommodations generated approximately \$6,486,000 in revenues in 1998. Retail sales generated approximately \$100,000,000 in revenues in 1998.

Most of the land used primarily for agricultural purposes is located in the Smith River Plain area in the northern part of the county, and the Klamath River Delta in the southern part of the county. Although the biggest share of the agricultural land is pasture, ornamental plants and bulbs are the major dollar-volume agricultural products grown in the Smith River Plain. Livestock feed crops and livestock pasture are the major agricultural uses of the Klamath River Delta region. Timber revenues have declined in the 1990's but still generated some \$23,400,000 in revenues in 1998 (value not adjusted for inflation). Agricultural production generated some \$29,800,000 in 1998 (value not adjusted for inflation). Due to periods of high rainfall in Del Norte County, employment is very seasonal in the tourism, logging, and construction sectors.

LAND USE

The current Del Norte County General Plan was adopted during the 1977/78 fiscal year, and updated in 1984 with a Certified Local Coastal Program. The County has a number of implementing ordinances, including a zoning ordinance, building ordinance, subdivision ordinance and environmental review. Del Norte County is currently updating its General Plan; completion is expected by the end of 2001. The City of Crescent City completed an update of its General Plan, which was adopted on May 21, 2001.

PLANNING OVERVIEW

The LTCO has an interest in transportation facilities and services that have significant impact upon the society, the environment, the economy, and City and County General Plans. The interest extends to financing transportation facilities or services when there is a state- or federally-directed regional responsibility. To facilitate these interests and responsibilities, the LTCO prepares, and updates as necessary, a Regional Transportation Plan (RTP) which evaluates each mode of transportation, assesses likely funding, and establishes improvement priorities.

The Del Norte LTCO's preparation of the RTP is a continuous transportation planning process that provides for the involvement of elected officials, technical staff, and interested citizens. The planning process employed by the LTCO provides for the cooperation of and coordination with Del Norte County, City of Crescent City, local Native American tribal governments, Harbor District, transit operators, airport operators, private carriers, California Department of Transportation, and the public. The Del Norte LTCO will provide for this coordination and cooperation by maintaining a Policy Advisory Committee, a Technical Advisory Committee, and a Social Services Transportation Advisory Council.

The Del Norte LTCO will consider transportation issues of countywide interest, i.e. generally those transit services and transportation facilities that connect localities, or provide connecting links through the communities.

The Regional Transportation Plan complies with legislative requirements and guidelines established by the California Transportation Commission, to the extent resources are available for such effort. These transportation system elements are described below.

TRANSPORTATION MODES

A. PUBLIC TRANSPORTATION

Public transportation planning, development and service options in Del Norte County are outlined in the Del Norte County Transit Plan - 2000, a document adopted by the Del Norte Local Transportation Commission during fiscal year 1991/92. Additionally, a Comprehensive Public Transit Service Plan was completed in 1995. Public transportation services in Del Norte County are provided by public and private agencies. These include demand-response and fixed route bus services, taxicabs, and private, non-profit transit services. A new Transit Development Plan is underway for the 2002-2002 Fiscal Year.

B. NON-MOTORIZED TRANSPORTATION (PEDESTRIAN AND BIKE)

The Del Norte County and Crescent City Bicycle Facilities Plan, first adopted in 1987, was updated in 1992 and then again in 1997 and 1999. The plan identifies a system of bikeway routes in the city and county. It includes recommendations for improvements to the bikeway system, including the need for bicycle parking facilities in the Crescent City area.

Pedestrian transportation efforts in Del Norte County have included planning and implementation programs designed to improve pedestrian safety and accessibility. The School Routes and Established School Crossings Plan, approved in the early 1990s, has been a valuable planning tool in identifying pedestrian/vehicle conflict zones and recommending safety improvements for walkway routes and specific school crossing sites. This Plan was developed by the Del Norte County Unified School District in conjunction with an organization concerned with the safety of students moving to and from school. Most recommendations identified in the Plan have been implemented.

Accessibility of county's pedestrian network for all members of the community is an important indicator of the efficiency by which people with disabilities can negotiate the county's pedestrian network. During the early 1990s, a sub-committee of the Social Services Transportation Advisory Council (SSTAC) recommended a network of prioritized wheelchair-accessible sidewalk curb cut sites. This prioritized network was adopted by the LTCO and has been largely completed.

C. AVIATION

Del Norte County has three airports, Jack McNamara Field just outside Crescent City, Ward Field in Gasquet, and Andy McBeth Field in Klamath Glen within the Yurok Reservation. Ward Field is a small multi-purpose airfield providing for recreational and emergency use, and Andy McBeth Field is largely an emergency use airfield. Jack McNamara Field is the county's primary airport, providing scheduled commuter, as well as commercial and medical flight services.

Del Norte County is remote from major urban centers, such as San Francisco and Portland. However, small to mid-size urban centers are within easy driving distance. Eureka, California, located to the south on Highway 101, and Medford, Oregon, to the southeast on the Interstate 5 corridor, are readily accessible by car, both being within 2.5 hours' drive from Crescent City. Both Eureka and Medford have regional airports; however, only the Eureka/Arcata airport has connecting air service with Crescent City's main airport. In Del Norte County major transportation facilities include federal and State highways, a working harbor and airports.

Since mid 1998, there has been a significant increase in the number of persons utilizing passenger services at the county's primary airport, Jack McNamara Field. This may be attributed to the fact that the current carrier, SkyWest Airlines, is using larger passenger airplanes and improved commuter air services, as well as the fact that several terminal and parking lot improvements and enhancement projects have been recently completed. 50-passenger regional jets are anticipated to be utilized by SkyWest in the immediate future, necessitating changes to passenger facilities and runways at McNamara Field.

D. HIGHWAYS/STREETS/ROADS

Del Norte County is accessed by two major highways. One is SR 101, which runs north-south, bisecting the Crescent City area and extending north to the Oregon border. The other major highways are State Routes 199 and 197, which together connect Crescent City to Hiouchi, Gasquet, the state of Oregon and the Interstate 5 corridor.

SR 101, the principal interregional highway in the region, has been designated by the 1998 California Transportation Plan (CTP) as a High Emphasis "Focus" Route. It is considered a key route for the interregional movement of people and goods. "Focus" Routes are those routes that should have the highest priority for completion to minimum facility standards within the next 20 years. In addition, the CTP designates SR 199 as one of 34 state-designated "High Emphasis Routes," and as a "Gateway of Statewide Significance." (See Figs. 2-2 and 2-3)

E. GOODS MOVEMENT (MARITIME & TRUCK)

MARITIME

Crescent City Harbor is a working harbor primarily servicing commercial fishing activities. It is able to accommodate ocean-going barges and is a designated harbor of refuge. In recent years, efforts have been made to upgrade the harbor area. There exists a continuing need and demand for visitor serving facilities such as retail facilities, decks and landscaping. Recent Harbor District improvements include beautification, dock rehabilitation and on-going maintenance.

Funding for various projects considered important to the economic well-being of the harbor have been obtained, including those for an improved wastewater treatment plant and a whiting processing plant. In addition, the Department of Boating and Waterways approved a grant to enlarge the launch facility, and this project has been completed.

TRUCK

Highway 101 transverses Del Norte County and is a major route for traffic crossing between Oregon and the urban areas of central and southern California. SR 101 is a “Brown” route, meaning that all types of trucks are legally allowed to pass through it. SRs 197/199 are winding, two-lane roads that pass through mountainous country, and are “Red”, meaning that extra-legal loads must obtain special permits and be accompanied by a hauler-paid California Highway Patrol escort.. Getting the necessary improvements made that would upgrade SR 199 to a more truck-friendly “Brown” status is an item of great concern to LTCO and the County Board of Supervisors, as well as the local trucking industry. The *“Draft DN-197/199 Route Review Task Force Report”*, written by Caltrans, District 1, in April 2001, addresses these issues in more detail.

F. TELE-TRANSPORTATION

Del Norte's distance from major business centers necessitates the exploration of transportation strategies that will help in achieving a coordinated and balanced regional transportation system. The LTCO engaged consultants to investigate strategies that would improve the economic efficiency of transportation systems in Del Norte County, such as ride-sharing and other trip-reduction programs. The Tele-Transportation and Mode Elements Study, completed in 1997, identified Tele-Transportation as the key trip-reduction program critical to the future economic health of County businesses, service industries and public agencies. This study was updated during the 1998/99 fiscal year.

Figure 2.2

Del Norte 2002 Regional Transportation Plan

Western Del Norte County Circulation

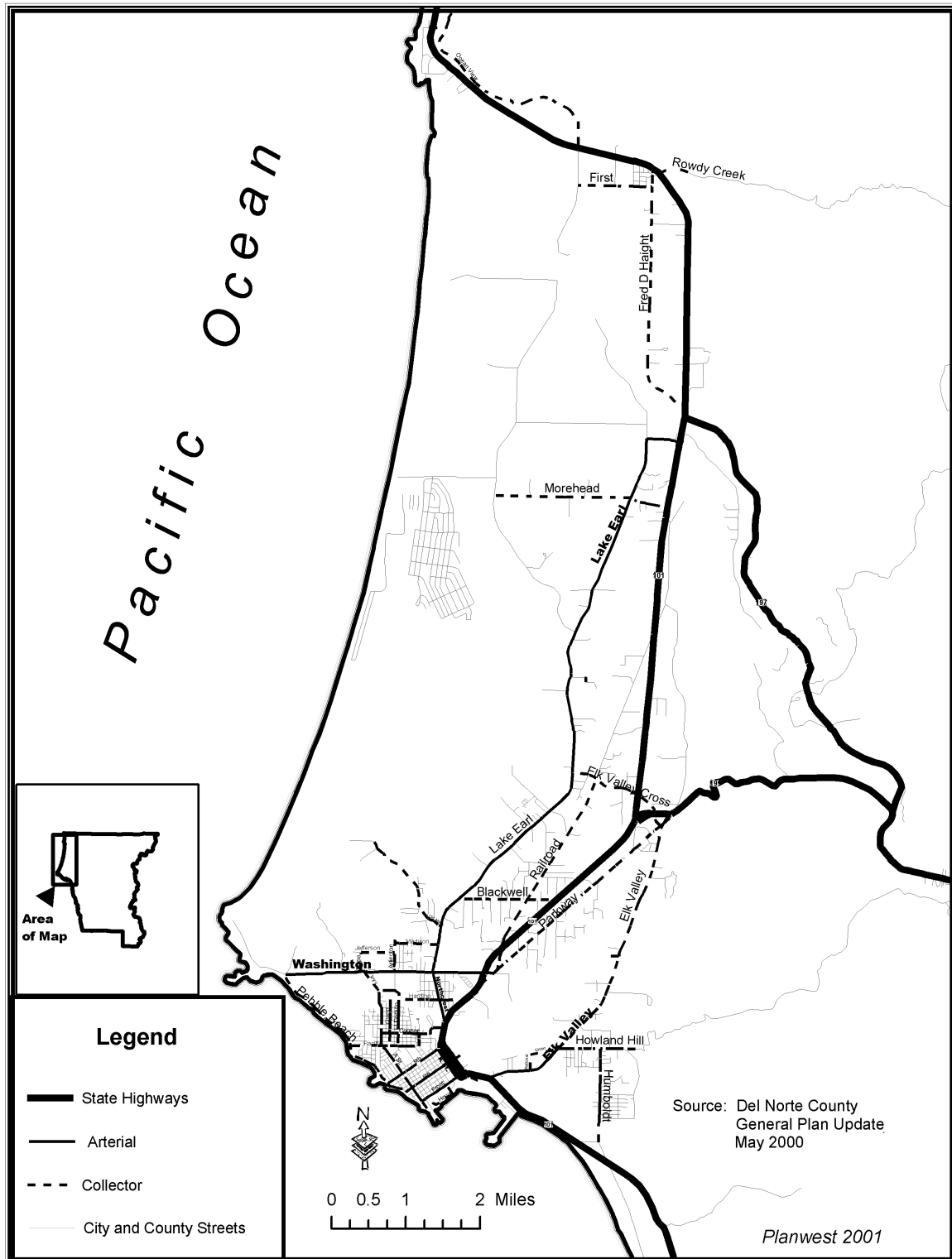
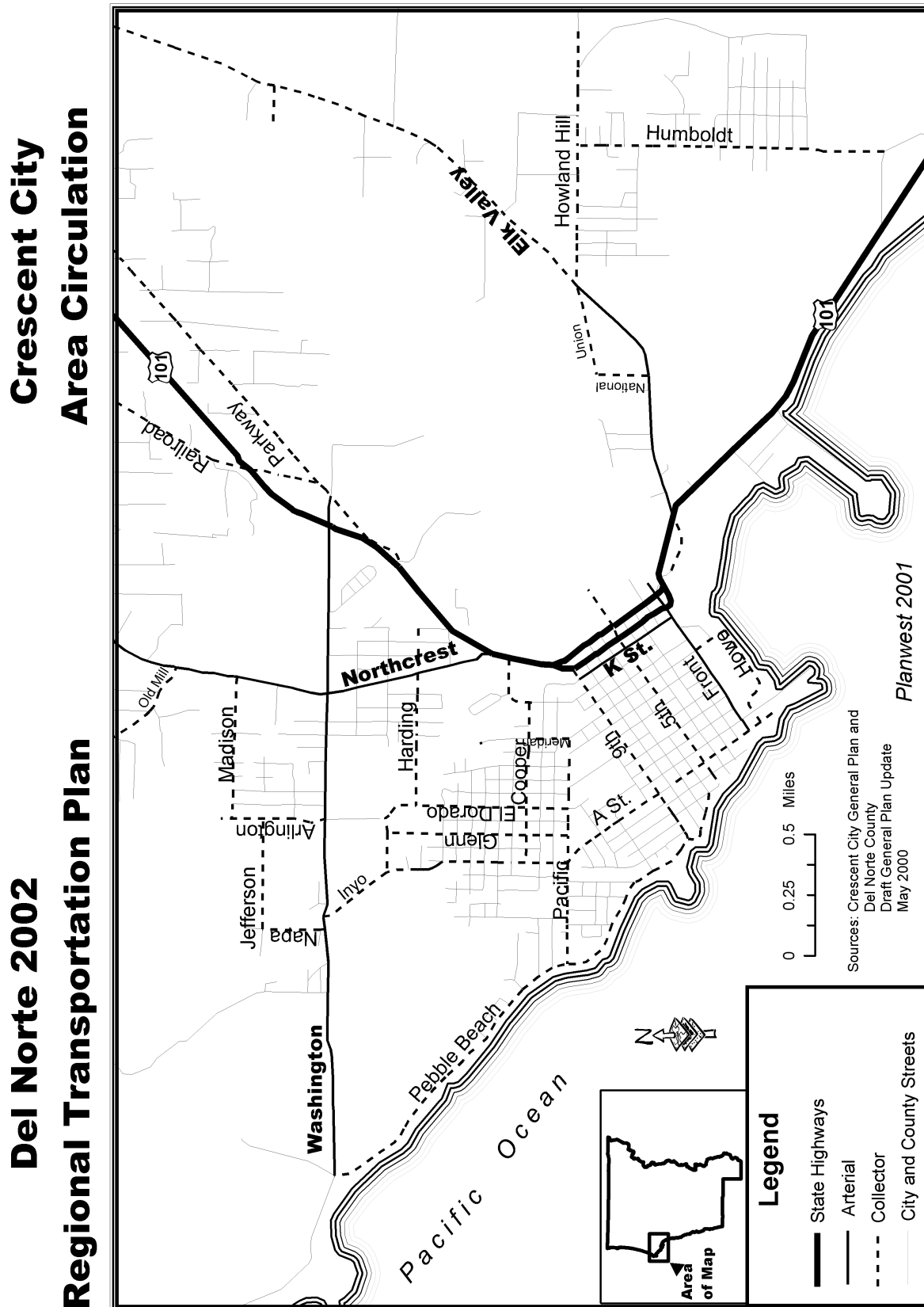


Figure 2.3



Tele-transportation uses modern communications technology and infrastructure to move information instead of using traditional forms of transportation. Information-related jobs can take place anywhere provided the worker has access to a computer, phone and viable communications infrastructure. Communications technology brings work to the worker, rather than having the worker use a vehicle to get to work, or attend meetings. This trip-reduction program is of particular benefit to Del Norte County, where business and public agency workers often have to drive long distances to attend meetings, obtain information, or other services.

G. TRANSPORTATION SYSTEM MANAGEMENT

Del Norte is concerned with making the most efficient and cost-effective use of its existing transportation resources. The Consolidated Transit Services Agency plans transit in order to serve the greatest number of citizens at the least possible cost. LTCO also considers operational improvements that could be made to existing roads to improve the flow of traffic. LTCO recently completed a Pavement Management Plan in order to use limited road-repair dollars as efficiently as possible. In addition, LTCO, in conjunction with the City of Crescent City and the County of Del Norte support reducing the number of single-occupancy vehicle trips by promoting ridesharing, transit, walking and bicycles as alternatives to the automobile.

H. RECREATIONAL TRAVEL

Del Norte County has bountiful recreational resources. These include the Redwood National Park, the Pacific Coastline, the Crescent City Harbor, the Lake Earl Wildlife Refuge and a number of smaller county and city parks. There are also private campgrounds for seasonal travelers. During the summer, travel figures increase by 32% in Crescent City and by up to 46% in more rural sections of the County. This influx, while bringing welcome dollars into the community, also increases traffic congestion and wear and tear on the pavement. Therefore, LTCO encourages strategies that promote hiking, equestrian, and bicycle travel, and the use of transit and ridesharing.

I. INTEGRATED LAND USE, AIR QUALITY, & TRANSPORTATION PLANNING

Del Norte County's Draft General Plan, and Crescent City's recently adopted General Plan, emphasize the integration of land use planning, transportation planning and air quality planning to make the most efficient use of public resources. In approving new development, the County encourages infill within urban areas, non-intensive Neighborhood Commercial uses to provide local services, (Policy Goal 3.c), and consideration of the effects of new development upon air quality and transit.

The City General Plan encourages infill development within the City limits and mixed commercial and residential uses in certain areas. Business-Professional and Visitor and Local Commercial land use designations are concentrated in the downtown area and along Highway 101. The Plan also lists Highway 101 and Front Street improvements, a Citywide Pedestrian/Bicycle trail, and compatibility with the Del Norte County General Plan as major themes. These are examples of how land use, air quality and transportation planning are being integrated in the region.

3. EXISTING TRANSPORTATION

3A. PUBLIC TRANSPORTATION

Transportation is provided in Del Norte County by public, private, and social service agencies. Transportation services available in Del Norte County are described below and in Table 3-1 – Summary of Transportation Services in Del Norte County.

REDWOOD COAST TRANSIT (RCT)

Redwood Coast Transit is a public transit service operated jointly by the City of Crescent City and the County of Del Norte. Currently, RCT provides a Klamath commuter service, a Crescent City fixed route service, a Howland Hill fixed route service and a Dial-A-Ride service. All vehicles used for RCT's services are fully ADA accessible. RCT contracts with a private transit operator, Paratransit Services, to undertake system operations including the provision of drivers, dispatch service, management, and vehicle maintenance. System management is undertaken by the RCT Transit Operators Committee. All significant system decisions go to the Crescent City City Council and the Del Norte County Board of Supervisors. Both public bodies must independently affirm a recommendation before it may be acted upon.

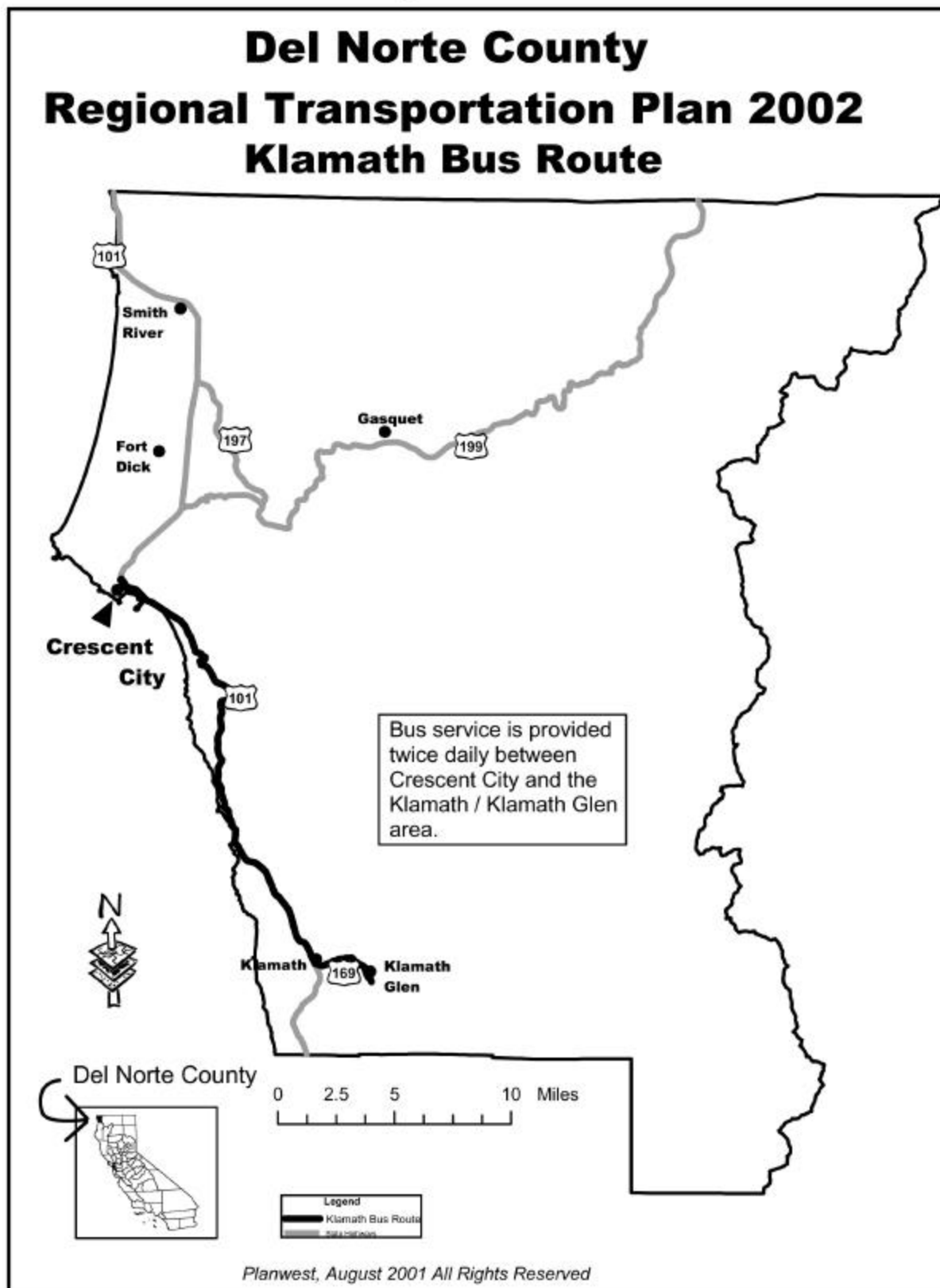
RCT – KLAMATH PUBLIC BUS COMPONENT

This is a commuter service between Crescent City and Klamath. The bus makes two round trips Monday through Friday – leaving Crescent City at 6:15a.m. and 3:30p.m. The bus makes two round trips per day on Saturday – leaving at 7:15 a.m. and 3:30p.m. Fares are \$1.50 per trip for adults, \$1.00 per trip for juniors (those under 11), and \$1.00 per trip for seniors and persons with disabilities. Children under five who are accompanied by an adult ride free. The average number of one-way passenger trips per month during the past year on the Klamath Public Bus was 327. (See Fig. 3-1).

RCT – CRESCENT CITY FIXED ROUTE

This is a fixed route that runs a continuous one hour loop in the greater Crescent City area. The route was established on a trial basis in January of 1999 to meet the needs of those needing time sensitive transportation. Riders can use this route to leave and arrive

Figure 3.1



at bus stops at specific times. The route received additional funding through the FTA Job Access and Reverse Commute (JARC) grant program in 1999 that was used to extend service hours starting in June of 1999. Approximately seven additional service hours were added each day Monday through Saturday. Currently, the route operates Monday through Saturday from 6:30a.m to 9:30 p.m. Fares are \$1.50 per trip for adults, \$1.00 per trip for juniors (those under 11), and \$1.00 per trip for seniors and persons with disabilities. Children under five who are accompanied by an adult ride free. The average number of one-way passenger trips per month during the last year on the Crescent City Fixed Route was 1,172. (See Fig. 3-2).

RCT – HOWLAND HILL FIXED ROUTE

This is a new route, started in September, 2001. It consists of six trips per day. Hours of operation are from 6:30 a.m. to 6:30 p.m. Fares are \$1.50 per trip for adults, \$1.00 per trip for juniors (those under 11), and \$1.00 per trip for seniors and persons with disabilities. Children under five who are accompanied by an adult ride free. Statistics are not yet available for this route.

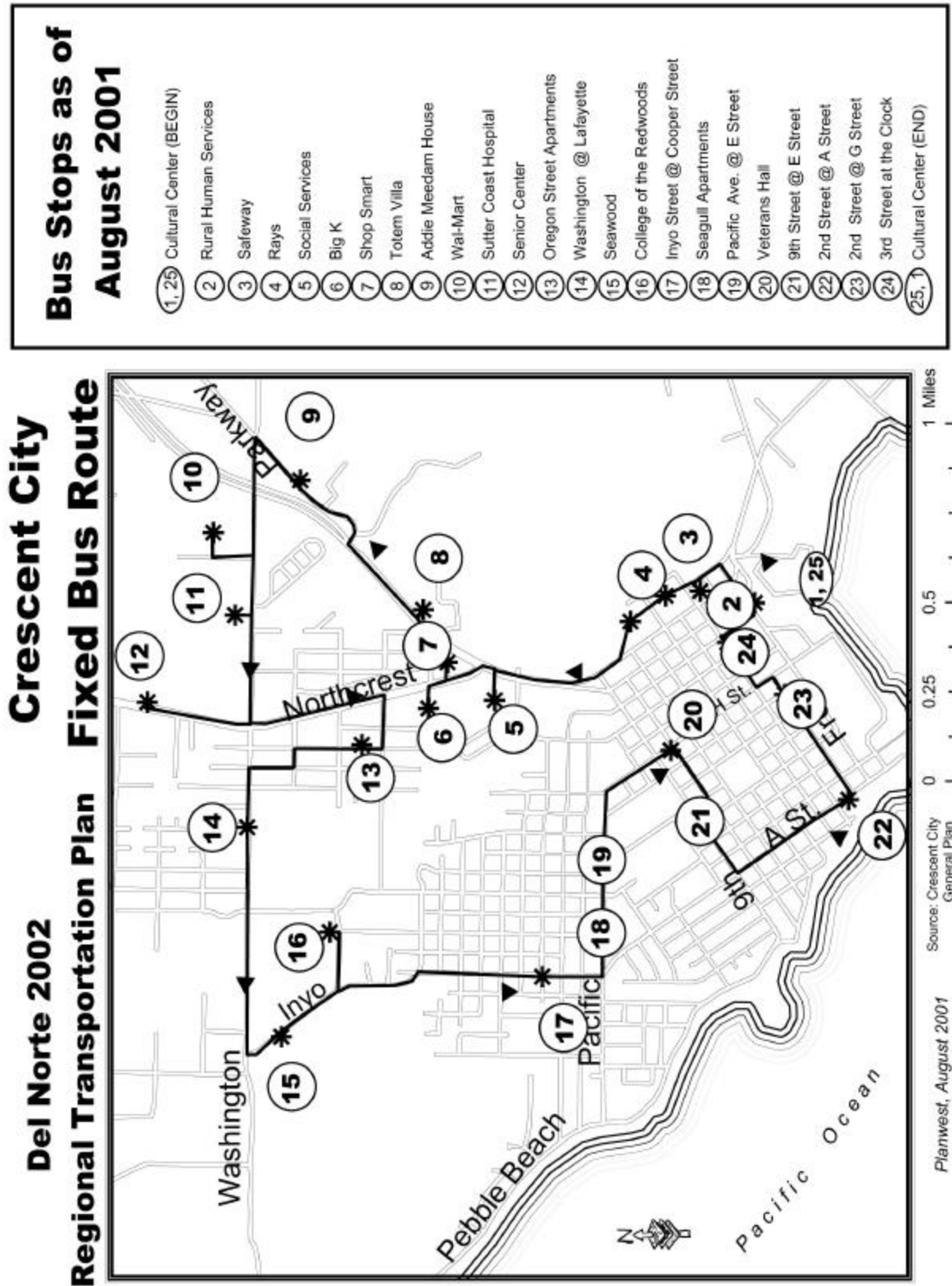
RCT – DIAL-A-RIDE COMPONENT

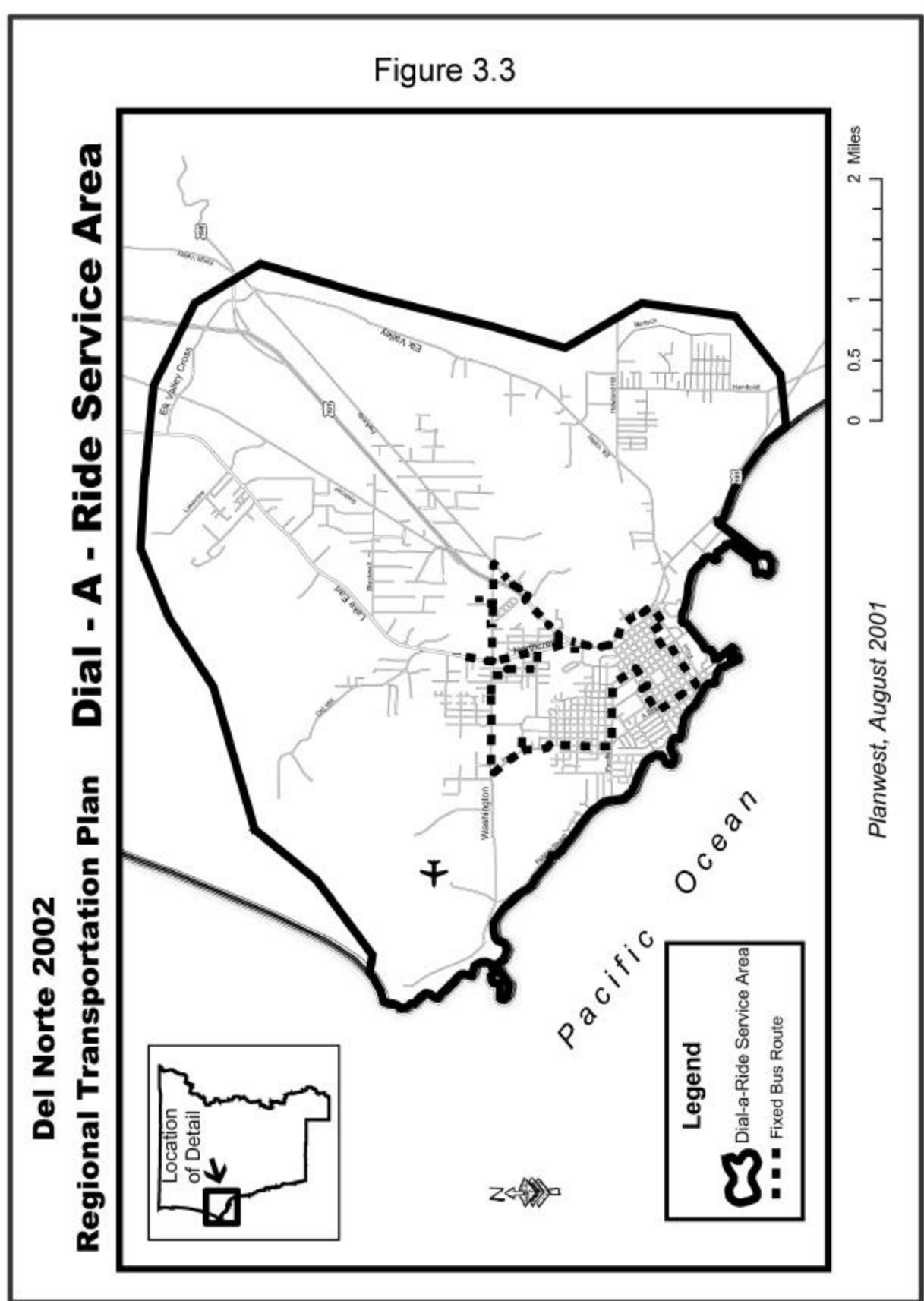
Dial-A-Ride is a demand-responsive, door-to-door service in the greater Crescent City area. Service hours are 7:00 a.m. to 6:00 p.m., Mondays through Fridays and 9:00a.m. to 5:00p.m. on Saturdays. No service is available on Sundays. Fares are \$1.75 per trip for adults, \$1.25 per trip for juniors (those under age 11), and \$1.00 per trip for seniors and persons with disabilities. Children under the age of three who are accompanied by an adult ride free. The average number of one-way Dial-A-Ride passenger trips per month for the last year was 4,009. (See Fig. 3-3).

CONSOLIDATED TRANSPORTATION SERVICE AGENCY (CTSA)

Special transportation services for seniors and the developmentally disabled are provided by Coastline Enterprises/Del Norte Association for Developmental Services, which has been designated the Consolidated Transportation Service Agency (CTSA) for Del Norte County. The CTSA also provides non-emergency medical transportation to Eureka for elderly, disabled, or low-income people.

Figure 3.2





CTSA – GENERAL TRANSPORTATION SERVICES

The CTSA provides free transportation for individuals with developmental needs. Although developmental disability is the prime disability, some individuals with developmental disabilities also have physical disabilities. The CTSA provides transportation seven days a week for Del Norte Association for Developmental Services (DNADS) clients to and from DNADS' sponsored programs, as well as for field trips, recreational activities, special events, appointments, work sites, and classes. LTCO does not subsidize this program. CTSA often provides service to areas where no other public transportation is available. CTSA does not charge fares. Service is currently provided with ADA approved 10-passenger busses equipped with fully automatic wheelchair lifts. This service averages about 478 one-way passenger trips per month.

CTSA – SENIOR SERVICES COMPONENT

The CTSA also provides free transportation to and from the Del Norte Senior Center for seniors who, due to physical disabilities or income constraints, are unable to utilize other modes of transportation available in the Crescent City area. This service is subsidized by LTCO. The service requires a call-in or sign-up the day before for efficient scheduling. Service is currently provided with ADA approved 10-passenger busses equipped with fully automatic wheelchair lifts.

CTSA – NON-EMERGENCY MEDICAL COMPONENT

The CTSA provides transportation to non-emergency medical appointments in Eureka, California one day each week. This service is provided primarily for people who are elderly, disabled, and/or meet specific income criteria. This service is subsidized by LTCO. The service began operating in January of 2000. To facilitate efficient scheduling, this service requires a reservation prior to departure. Service is currently provided with ADA approved 10-passenger busses equipped with fully automatic wheelchair lifts.

OTHER TRANSPORTATION**DEL NORTE TAXI SERVICE**

Del Norte Taxi Service is a privately operated demand-responsive, non-accessible, door-to-door taxi service. The service operates twenty four hours per day seven days per week. The Del Norte Taxi is regulated by Crescent City Municipal Code Chapter 5.24.

WESTERN GREYHOUND LINES

This service provides bus transportation to and from Crescent City along Route 101 heading both northbound and southbound.

UNITED INDIAN HEALTH SERVICES

This private, nonprofit corporation provides transportation in both Del Norte and Humboldt counties. In Del Norte, most services are provided with a 15-passenger, ADA approved bus. An 11-passenger van is also used for back-up and special trips. Transportation is available for three distinct purposes: (1) transport of clients to the Smith River UIHS clinic (this service is provided in the Crescent City and Smith River areas); (2) delivery of home delivered meals for elders; and (3) transport of youth involved in UIHS related programs or activities.

3B. NON-MOTORIZED TRANSPORTATION (PEDESTRIAN & BICYCLE)

BICYCLE TRANSPORTATION

The *Del Norte County and Crescent City Bicycle Facilities Plan* (Bike Plan) was originally adopted in 1987 and is periodically updated. Plan updates were completed 1992, 1997 and 1999. The Bike Plan identifies a system of bikeway routes in the city and county. The Bike Plan includes recommendations for improvements to the bikeway system, including the need for bicycle parking facilities in the Crescent City area. Implementation of this Bike Plan is discussed in the Action Element of this document. Bikeway routes were selected considering safety, convenience, travel patterns, the needs and desires of all categories of bicyclists, and development patterns in Del Norte County.

PEDESTRIAN TRANSPORTATION

Sidewalks in Del Norte are largely restricted to the downtown area of Crescent City. In order to improve the safety of children walking to and from school, a *School Routes and Established School Crossings Plan* was developed by the Del Norte County Unified School District during fiscal year 1991/92. The School Routes and Established School Crossings Advisory Committee reviewed problems about school pedestrian safety on the approaches to local schools with the intent of guiding and coordinating activities connected with school traffic safety concerns. Approved walkways to each school within the Del

Norte Unified School District were mapped, and recommendations for safety improvements were prioritized. Implementation of the recommendations contained within the *School Routes and Established School Crossings Plan* are discussed in the Action Element of this document.

Approved walkway routes were selected considering safety, convenience, travel patterns, and the needs and desires of students and development patterns in Del Norte County.

There are many areas in Del Norte County that contain hiking and equestrian trails. These recreational areas include the Smith River National Recreation Area, the Lake Earl Wildlife Refuge, the Redwood National and State Parks and numerous access points to the Pacific coastline. There is also a trail between Second Street in Crescent City and the Elk Creek Wildlife Area. These areas are variously managed by County, State and Federal governments. However, access to many of these trailheads is restricted to automobile users, and no interconnecting system ties the trails together.

3C. AVIATION

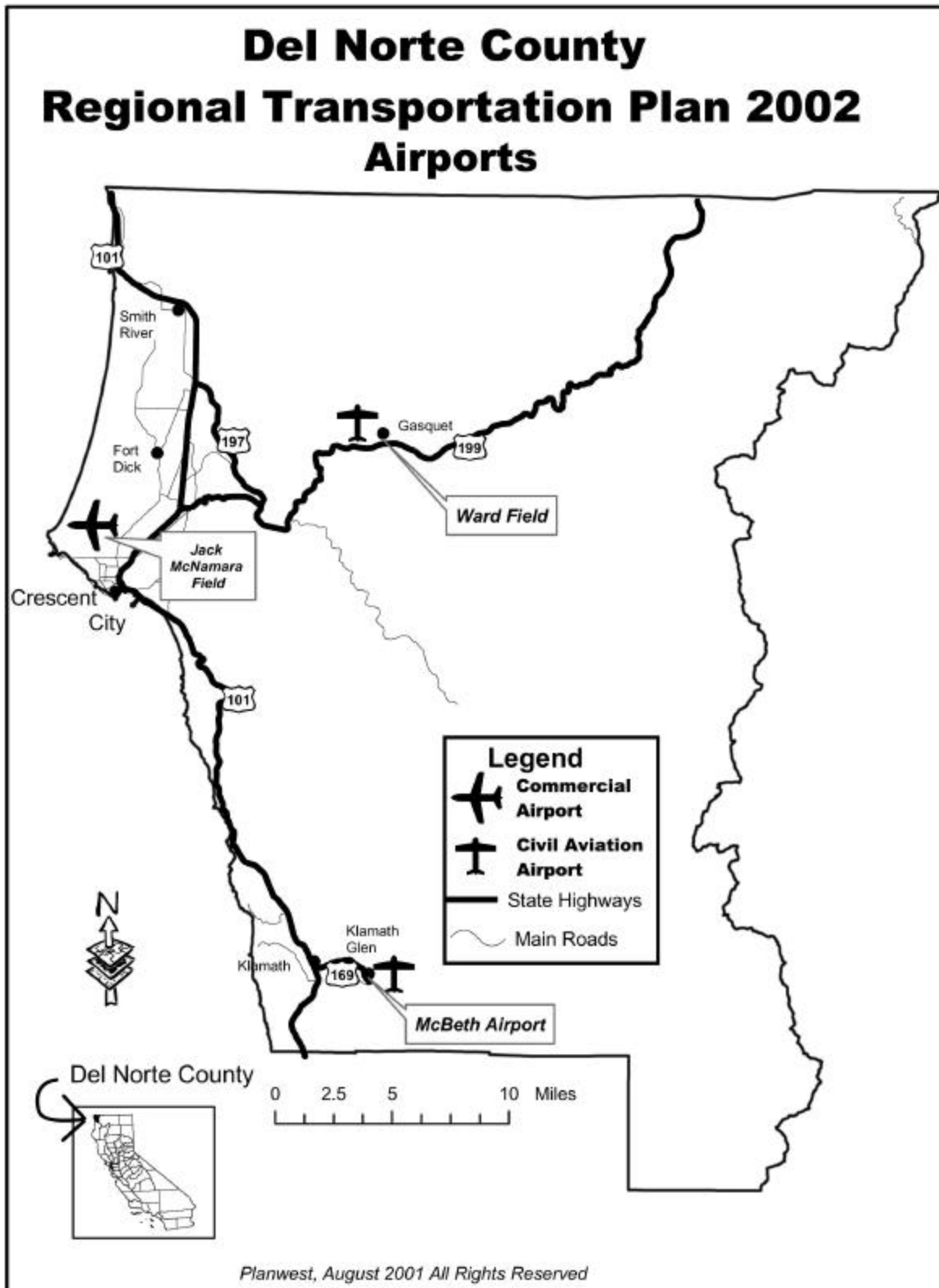
AIRPORTS

There are currently three publicly-owned airports within Del Norte County: Jack McNamara Field at Crescent City, Ward Field at Gasquet, and McBeth Field at Klamath Glen. (See Fig. 3-4).

Jack McNamara Field provides the only commercial airline passenger service in the county. Commuter service is provided by Skywest Airlines to Eureka/Arcata, and San Francisco. Connecting flights are available in each of these two cities though connections to major metropolitan areas are primarily through either Sacramento or San Francisco. The county's two smaller airfields emphasize recreation, medical emergency, search and rescue, agricultural and business needs.

Jack McNamara Field is centrally located approximately three and one half miles from downtown Crescent City. The airport property consists of 500 acres of land at an elevation of approximately 57 feet above mean sea level. The airport generates revenue through a variety of means including fees charged for rental of the terminal and hangers. The airport was constructed in the mid 1940's for military use. It has two runways, one oriented east to west and the other oriented north to south. Each is 5002 feet long and 150 feet wide.

Figure 3.4



The runway surfaces at Jack McNamara Field are of bituminous material with the gross weight strength of 100,000 pounds for dual landing gear aircraft. The runway lights and approach lights are pilot-controlled. Jack McNamara Airport has the only instrument approach in Del Norte County.

For the year 1999-2000 the airport had an estimated annual operations count of 14,900. The number of based aircraft is currently as follows: 30 single-engine, 5 multi-engine, 1 helicopter and 2 ultra lights. The area includes 14 tie downs and 28 t-hangars. Services available at Jack McNamara Field include auto rental, AVGS fuel and jet fuel, powerplant repair, airframe repair and aircraft rental/sales and flight training.

Public transportation service to McNamara Field is provided by Redwood Coast Transit's Dial-a-Ride service.

Ward Field, the County's second most used airport, is located in the unincorporated community of Gasquet approximately thirty miles from downtown Crescent City. It is functionally classified as a Community airport. It serves as an alternative landing area for smaller planes when Jack McNamara Field is fogged in as well as an air access point for medical emergencies and a staging ground for disaster and search and rescue operations. The airport property consists of 15 acres of land at an elevation of approximately 356 feet above mean sea level. It has one runway that is 2990 feet long and 50 feet wide. Runway lights at Ward Field are pilot controlled.

For the year 1999-2000 the airport had an estimated annual operations count of 2,200. The number of based aircraft is as follows: 6 single-engine. The airfield includes 6 tie downs. Ancillary services are generally not available at Ward Field though general services are available in the nearby town of Gasquet. Surface transportation to and from Ward Field is limited to private motor vehicles.

McBeth Field ~~Airport~~ is located approximately 26 miles south of downtown Crescent City in the unincorporated community of Klamath Glen within the Yurok Reservation. It is functionally classified as a Community airport providing only general aviation access. It serves as a staging ground for disasters and search and rescue operations as well as an air access point for medical emergencies. The airport property consists of 24 acres of land at an elevation and approximately 42 feet above mean sea level. It has one runway that is 2400 feet long and 50 feet wide.

For the year 1999-2000 the airport had an estimated annual operations count of 100. There are no based aircraft at Andy McBeth Field. The area includes 10 tie downs. Ancillary services are generally not available at McBeth though general services are available in the nearby town of Klamath Glen. Surface transportation to and from Andy McBeth is limited to private motor vehicles.

The current aircraft mix consists of commercial airline (commuter) service to Sacramento and San Francisco, business jets, large twin engine prop, light twin engine, and single engine aircraft. Activity is concentrated primarily at Jack McNamara Field. Ward Field Airport and Andy McBeth Airport contribute only slightly to aviation activity within the County.

The completion of Pelican Bay State Prison in the early 90's has impacted air service to some degree; however, the primary anticipated change in aviation activity might be the need to offer additional commercial flights to Crescent City. In the past, two flights per day were scheduled; currently, three flights per day are offered on weekdays. Two of these are to the Arcata-Eureka airport, where connecting flights can be made, and one is direct to the San Francisco Airport. On weekends, there are two flights per day, one to the Arcata-Eureka airport, and one to the San Francisco airport. Larger aircraft (30 passenger) were recently put into service to accommodate increased use. These planes replaced smaller (14-19 passenger) aircraft. Noise levels have not increased substantially from prior levels. 50-passenger regional jets are anticipated to be utilized by SkyWest in the immediate future, necessitating changes to passenger facilities and runways at McNamara Field.

Jack McNamara Field is included in the National Plan of Integrated Airport Systems (NPIAS). NPIAS includes public, civil, and joint use (military/civil) airport facilities within the United States and its territories which are considered necessary to provide a system of airports adequate to anticipate and meet the needs of civil aeronautics. Due to its NPIAS standing, McNamara Field is eligible for federal funding.

PASSENGER SERVICE

Crescent City is currently served by Skywest for United Airlines. This is a commuter airline service. Direct service is provided from Crescent City to San Francisco, and to Sacramento via the Eureka/Arcata Airport. Service is provided Monday through Friday and on Sunday as follows: two direct trips to and from San Francisco and two trips to and from Sacramento via Eureka/Arcata. On Saturday, there is no early morning flight to or from Sacramento.

CARGO SERVICE

Jack McNamara Field is an important hub for cargo service in the region. Federal Express, Redding Arrow and Skywest all provide cargo transport through Jack McNamara.

EMERGENCY AIR SERVICE

Emergency medical air ambulance within the county is provided by both Del Norte Ambulance and Cal-Ore Life Flight at Jack McNamara Field.

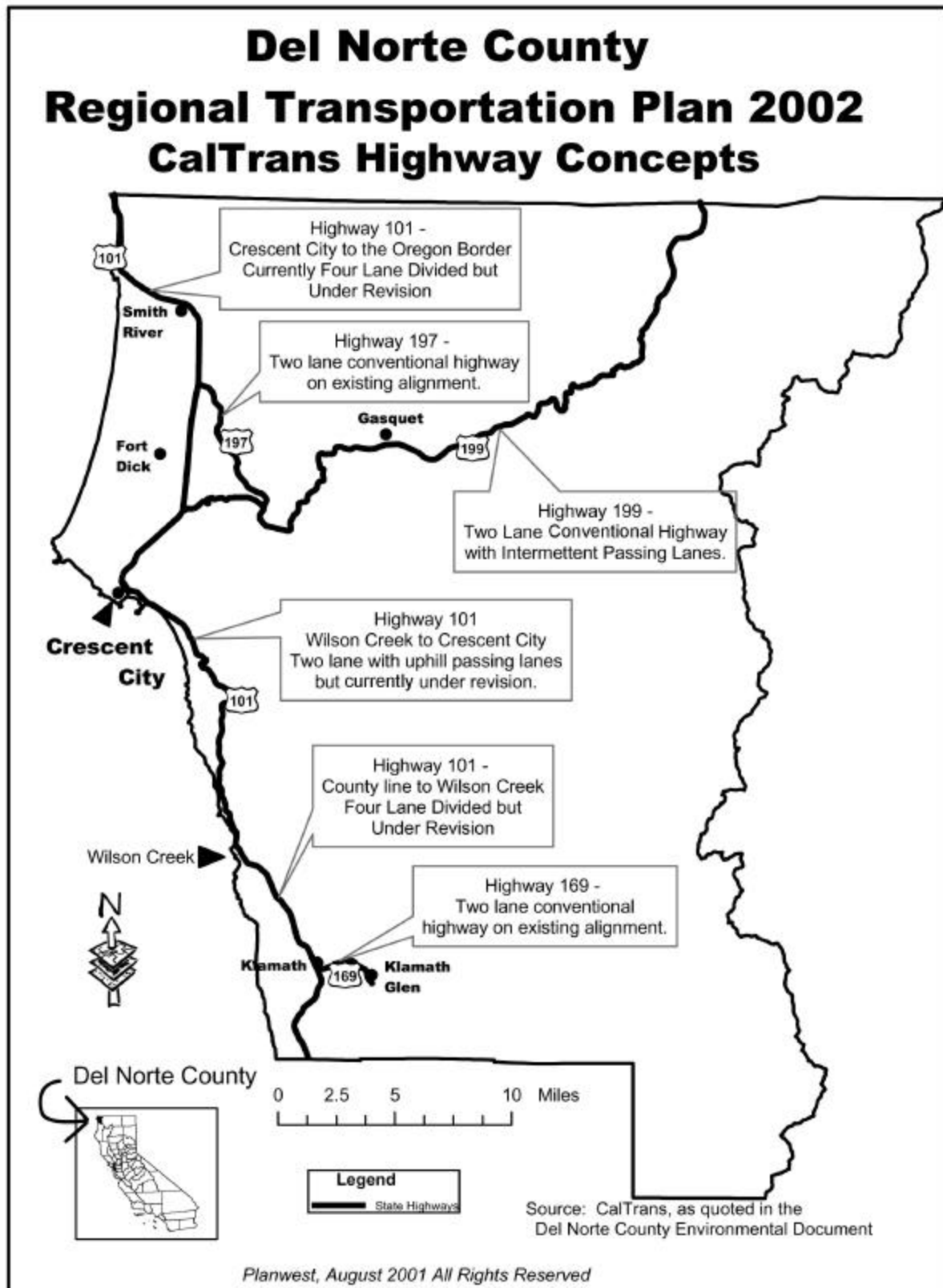
Ground access to Jack McNamara Field, Ward Field Airport, and Andy McBeth Airport has never been a problem and it is not expected that it will be a problem in the future. Even though access to Jack McNamara Field is from Washington Boulevard, where a great deal of growth has occurred, the growth is to the east of the airport and has not created significant problems.

Public transportation is provided to Jack McNamara Field by RCT's Dial-a-Ride system. Access to Ward Field in Gasquet is by a county road; McBeth Airport in Klamath Glen fronts on State Highway 169. Traffic and access are not generally a concern as these fields are used less frequently and are located in less populated areas. Transportation is provided to Ward Field and McBeth Airport by Del Norte Taxi.

3D. HIGHWAYS/STREETS/ROADS**STATE HIGHWAYS**

The state highways passing through Del Norte are the most heavily traveled roads in Del Norte County and are part of the backbone of the region's highway network. These state routes include Highways 101, 197, 199 and 169. While the 91.4 miles of state highways account for less than 15% of the region's total highway mileage, over half of the total daily vehicle miles traveled within the region occurs on these highways. (See Fig. 3-5).

Figure 3.5



Route 101 extends through the county from the Humboldt County line, along the coast, to the Oregon border. It functions as a principal arterial serving both interregional and interstate traffic. Terrain on Route 101 is typically rolling to mountainous. The route is known as the Redwood Highway, and is considered by many to be the “lifeline” of the north coast. It carries the region’s commercial truck and commuter traffic, as well as high volumes of tourist traffic, particularly during the summer months. The average daily traffic on SR 101 peaks during the summer months at over 10,000 or 26,000 vehicles per day in the Crescent City vicinity. “Level of Service” is a technical term that describes how much traffic congestion exists on a roadway, with “A” meaning little or no congestion and “F” meaning gridlock. SR 101’s Level of Service ranges between “C” and “E”. There are approximately 45 miles of SR 101 in Del Norte County, with about nine miles of four-lane and 35 miles of two-lane highway, and one mile of couplet formed by two one-way streets (one two-lanes wide and one three-lanes wide) in downtown Crescent City. More details are provided in Needs Assessment, Chapter 4.

All of Route 101 in Del Norte County is eligible for inclusion in the U.S. Route 101 Tri-State Pacific Coast Scenic Byway which extends from Olympia, Washington to Eureka, California. A draft corridor management plan was prepared by Caltrans staff in 1997. However, efforts to pursue National Highway System Scenic byway status were stalled due to reservations about potential restrictions that might come with designation.

Route 199 traverses northern Del Norte County in a northeasterly direction, from Route 101 just north of Crescent City to the Oregon State line. The route is about 36 miles in length. The existing facility is typically a 2-lane conventional highway with some three and four lane sections providing passing opportunities. SR 199 links to Interstate Route 5 (I-5) at Grants Pass, Oregon. It is used for general purpose travel as well as the movement of commercial goods and for recreational purposes. According to observations made by Caltrans, the average daily traffic on SR 199 peaks during the summer months at 6,000 vehicles per day. The Level of Service on Highway 199 ranges between “A” and “E”. SR 199 is part of the National Highway System and is a designated Federal Forest Service Scenic Byway from Jedediah Smith State Park to Collier Tunnel. It is not a National Scenic Byway. (See Figures 4-3 & 4-4, and Table 4-2 in the next chapter).

SR 197 connects SR 101 with SR 199 following the northeasterly side of the Smith River in the northwest quadrant of Del Norte County. It is approximately 7 miles in length and has been included in the State's Scenic Highway System. The existing facility is a 2-lane conventional highway, with 12-foot lanes and 0- to 4-foot shoulders. The Route functions as a connecting link between SR 101 and SR 199 for through traffic, and serves local residents living along its length. It is the primary for commercial truck route between SR 101 and SR 199. SR 197’s traffic peaks during the summer months at an average of 2,350 trips per day. Its Level of Service is “B”. (See Figures 4-3 & 4-4, and Table 4-2 in the next chapter).

SR 169 is a rural highway consisting of two disconnected segments, one of which traverses southern Del Norte County along the northeast bank of the Klamath River, and the other of which traverses northeastern Humboldt County. There is no public access between the two part of the route. The length of the Del Norte section of the route is about 3.5 miles. It is used primarily for local service to a few small communities and rural residents along its length. The existing facility is typically a 2-lane, conventional highway with 8 – 12 foot lanes and 0 – 4 foot paved shoulders. Its peak average daily traffic is 2,150 and its Level of Service ranges between “A” and “C”. (See Figures 4-3 & 4-4, and Table 4-2 in the next chapter).

COUNTY ROADS

The county road system provides essential traffic service to the unincorporated areas in the region. The major county roads are classified according to the federal road classification system. The roads that make up this system are used for the majority of local and intra-county travel.

There are approximately 300 miles of county roads in Del Norte County. There are also numerous private roads in the county. Private property owners who wish to have these roads incorporated into the county system are responsible for improving them to county standards before they will be considered for acceptance into the county road system.

CITY STREETS

The city streets provide circulation in the incorporated area. There are approximately 21 miles of city streets in Crescent City, in a rectangular grid with a north-south and east-west circulation pattern.

OTHER ROADS

There are approximately 516 miles of Forest Development Roads in the region which are constructed and maintained by the U.S. Forest Service. Of these, approximately 57 miles are asphalt surface, the rest are unpaved. Approximately seven miles of paved road and 20 miles of gravel road are maintained as State and National Park roads by the California Department of Parks and Recreation. The Redwood National Park (RNSP) is jointly managed by the U.S. National Park Service and the California Department of Parks and Recreation.

Roads in Redwood National and State Parks provide an opportunity for those who are otherwise unable to visit less developed areas of these parks on foot to do so by motor vehicle. Some of these routes are historic and capture the feeling of how travel through this area occurred in the past. RNSP management is concerned with reengineering these roads for safety and the prevention of erosion and stream sedimentation. Options include changing these roads to one lane/one way, but the Park managers will not consider widening or building new road connections that require the removal of old-growth trees. RSNP management is also concerned with protecting the viewshed along highways and roads which cross or are adjacent to the Park.

3E. GOODS MOVEMENT (MARITIME & TRUCK)

GOODS MOVEMENT: MARITIME

CRESCENT CITY HARBOR

Crescent City Harbor is the most northerly harbor in California. It is approximately 280 nautical miles north of San Francisco and 17 nautical miles south of the Oregon border, a midway point between the Columbia River and San Francisco. The harbor is protected by a 4,700-foot outer breakwater, a 1,200-foot inner breakwater, and a 2,400-foot sand barrier. The inner boat basin has berthing for approximately 250 commercial fishing vessels, and the outer boat basin has berths for small craft plus open moorings for approximately 250 vessels.

Crescent City harbor serves some 13,000 square miles in northern California and southern Oregon. The harbor is considered to be one of the two major ports between San Francisco and the Oregon border. Its inner channel has a controlled depth of 20 feet at Mean Low Water. The remainder of the harbor has a controlled depth of approximately 15 feet. It is the only harbor on the Del Norte County coast that is capable of handling ocean-going vessels. The nearest deep draft harbors are Humboldt Bay, 64 nautical miles to the south, and Coos Bay, Oregon, approximately 125 nautical miles to the north. Crescent City Harbor is the only Harbor of Refuge between Humboldt Bay and Coos Bay. The other harbors between Crescent City and Coos Bay or Humboldt Bay do not provide protection during all types of weather.

In the past, the harbor was also used for the shipment of petroleum and lumber by barges. All of the facilities necessary for the commercial fisherman or recreational boater are available at the harbor including fuel, water, ice, general and marine supplies, and hoists. Approximately ~~300~~ 250 commercial fishing boats and ~~300~~ 250 sport fishing boats operate out of Crescent City Harbor each year. Two seafood companies process the catch locally.

During times of emergencies, such as when highways are out of service due to storms, etc., many commodities are handled through the harbor because the airports are limited as to the size of cargo planes that can be handled. Therefore, in a civil disaster, the port becomes very important. The 110' U.S. Coast Guard Cutter *Dorado* is stationed in the harbor. The U.S. Coast Guard leases and maintains berthing space and a building for staff quarters. A dry dock and haul out facility are also available.

Two county roads (Citizens Dock Road and Anchor Way), approximately 1/4 mile in length, connect U.S. Highway 101 with commercial businesses, fish processing plants, storage and parking facilities, and Citizens Dock. These facilities are on the southeast side of the harbor. The north side of the harbor is served by Front Street and Howe Drive, which are city streets. All other roads within the Harbor District are owned and maintained by the Harbor District.

KLAMATH RIVER

The mouth of the Klamath River is approximately 20 miles south of the Crescent City Harbor. The entrance is narrow and shallow and changes frequently. Local knowledge is essential to safely navigate the entrance which is seldom used. However, there is considerable small boat traffic on the river, especially during the summer and early fall. For residents in some remote rural areas, where there are few roads, the river is the fastest way to travel from one community to the next, and is sometimes used by Yurok Tribal Police for that purpose. In earlier times, the Klamath River was the main transportation corridor of the Yurok Tribe. There are several small wharves and float landings where sport fishing boats berth. The facilities are generally for river boats of 12-19 feet in length.

SMITH RIVER

The mouth of the Smith River is approximately 18 miles north of Crescent City Harbor. The bedrock that exists at the mouth makes entry to the river hazardous. The depth of the channel at mean low tide is only two to five feet.

GOODS MOVEMENT: TRUCK

Highway 101 transverses Del Norte County and is a major route for traffic crossing between Oregon and the urban areas of central and southern California. SR 101 is defined by Caltrans as a "Brown" route, which refers to highways with frequent areas of restricted passing and/or highways with very high vehicle demand. On Brown routes, one pilot car is required for loads that are 10' to 12' wide, and two pilot cars are required for loads from 12' to 15' wide. Loads over 15' in width may require an escort from the California Highway Patrol.

Routes 197/199 are winding, two-lane roads that pass through mountainous country, and are defined by Caltrans as “Red” routes, which refer to highways with operational restrictions such as curvilinear alignments with narrow lane widths and little or no shoulder. Through moves (traversing the entire route) on red routes are generally not permitted without a California Highway Patrol escort, or traffic control by encroachment permit. Getting the necessary improvements made that would upgrade SR 199 to a more truck-friendly “Brown” status is an item of great concern to LTCO and the County Board of Supervisors, as well as the local trucking industry. The “*Draft DN-197/199 Route Review Task Force Report*”, written by Caltrans, District 1, in April 2001, addresses these issues in more detail.

Local generators for truck traffic include the two seafood processing plants in Crescent City, agricultural businesses in the Smith River area, timber production companies and gravel mining companies. Trucks constitute about 20% of the total traffic. (See Fig. 3-5).

Locally, most truck traffic is generated from four sources: industrial areas, commercial areas, mining areas, and timber production areas. The County General Plan designates the areas along Washington Blvd., Inyo Road, and the Elk Valley Road/Highway 101 areas as industrial.

Within the City of Crescent City there are five designated commercial districts, including one designated commercial/manufacturing district. No designated industrial areas exist within the city limits, although light industry can occur within the Commercial Manufacturing District.

3F. TELE-TRANSPORTATION & PIPELINE TRANSMISSION

TELE-TRANSPORTATION

Tele-transportation represents a new form of communication that has the potential to be particularly valuable in relatively isolated areas of California such as Crescent City. The concept involves substituting electronic means of communications for direct personal contact. It has the potential to allow work to be completed in remote areas, reducing the need for physical commuting. It can also reduce demand for public investment in new or expanded roadways.

TELEPHONE SERVICE

In Del Norte County, Verizon (formally GTE) provides phone service through copper lines to approximately 15,000 customers. Verizon sends all long distance calls and Internet data traffic south to Humboldt County and out to the national network via microwave. Currently the Verizon microwave system is at capacity. Verizon is currently being sold to Citizens Communications.

An upgrade of the microwave system has been a goal for some time. However, upgrades are not likely to be made until the Verizon/Citizens sale is final.

The Verizon sale to Citizens, announced in November 1999, was approved in May 2001 by the California Public Utility Commission. However the PUC placed conditions on the sale that both Verizon and Citizens are appealing. That appeal is expected to be heard in late August 2001 by the PUC.

CABLE SERVICES

Charter Communications is a cable provider to numerous communities in the western United States, including Del Norte County, where it serves approximately 12,000 customers. Charter Communications purchased the former Falcon Cable in early 2000. At the time, Falcon was in the midst of a fiber optic installation that began in 1996. Charter is currently completing that installation.

Premier Cable provides cable television service to Klamath, located in the southern part of the county. The company currently does not have the infrastructure in place to expand its services.

INTERNET SERVICES

Internet connections can be made through telephone lines, cable television lines, or by wireless communication services. There are currently several options for dial-up internet services, but broadband services, which are necessary to conduct business efficiently on the internet, are very limited.

PIPELINE TRANSMISSION

The City of Crescent City has a major waterline which extends between a Ranney Collector on the Smith River and a 4,000,000-gallon storage tank off Washington Boulevard. The waterline follows generally along Railroad Avenue and Wonder Stump Road. The pipeline varies from 10 inches to 14 inches in diameter and is approximately 8-1/2 miles long. It carries approximately 980 million gallons annually. The City installed a 1,500,000-gallon storage tank and pumping station at Amador and Macken Streets in 1982.

The City of Crescent City has made recent capital improvements to its water transmission and distribution system. The capital improvements were made to meet increased consumer demand, in particular to meet peak demands and to maintain water pressure during summer months. Improvements included installing new transmission and distribution lines; a new pumping station and four million gallon storage site; and system control upgrades. This expansion project increases the system's capacity to 7.13 mgd (million gallons per day).

Construction on the first phase of this capital improvement plan began in May 2000. The first phase construction started at Highway 101 and Wonderstump at the elevated tank site, and proceeded south into City. Phase 2 then included adding a 24-inch transmission main from the river to the starting point (Highway 101 and Wonderstump) and installing some distribution improvements (e.g. looping to eliminate dead-ends). The City is currently (September 2001) working on the last project improvement, the installation of a new water storage tank.

There are no natural gas lines in Del Norte County. However, propane gas is trucked in and then piped to much of the area within the city limits. Three 30,000-gallon tanks provide above ground storage for propane piped throughout this system.

3G. TRANSPORTATION SYSTEM MANAGEMENT

Transportation management systems are a method for improving the efficiency of transportation systems by providing the means to evaluate alternative investment projects. The DNLTC currently has two such systems in place. One is the ongoing evaluation of public transit through the analysis of statistics on ridership and costs. The other system is tele-transportation, which reduces all transportation-related costs by bringing work to the worker via a computer and modem, rather than requiring the worker to use a vehicle to get to work. Tele-transportation is still emerging as a new technology in Del Norte, with limited infrastructure in place. Because of Del Norte's geographic distance from all large urban areas, tele-transportation can reduce business costs by diminishing the need for business travel over long distances.

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

The LTCO was designated the Service Authority for Freeway Emergencies (SAFE) by the City of Crescent City and the County of Del Norte. The SAFE enables the Del Norte region to generate revenue for the purpose of purchasing, installing, operating and maintaining an emergency motorist aid (call box) system. Thirteen call boxes have been installed on Route 101 and 199 as part of the Del Norte SAFE system, with an additional ten to be added in October 2001.

3H. RECREATIONAL TRAVEL

Del Norte County contains many recreational resources, which attract large numbers of tourists each summer. These resources include Redwoods National and State Park, Jedediah Smith Redwood State Park, the Six Rivers and Siskiyou National Forests, and Del Norte Coast Redwood State Park. Numerous historic landmarks relating to early settlement in Crescent City area are open to the public. Additionally, sport fishing on the Klamath and Smith Rivers has been popular since the 1920s. Nearly all of the recreational resources are initially reached through private automobiles, although tourists may hike, canoe, bicycle or kayak once they reach their destination. Tourists use the state highway system, county and city roads, and roads maintained by the U.S. Forest Service, the U.S. National Park Service and the California Department of Parks and Recreation. This results in considerable increases in traffic during the summer months, especially on SRs 101 and 199.

FEDERAL SCENIC HIGHWAYS

SMITH RIVER SCENIC BYWAY

The Smith River Scenic Byway is a federally-designated scenic route. The west entrance to the Smith River Scenic Byway begins at the junction of Highway 101 and enters Redwood National Park and Jed Smith State Park on Highway 199. The east entrance begins upon exiting Collier Tunnel on Highway 199 and proceeds westward through the Smith River National Resource Area. The route has several roadside stops along the byway for people to take in views of the redwood forests and the Middle Fork of the Smith River.

U.S. TRI-STATE PACIFIC COAST SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

The states of Washington, Oregon, and California agreed in 1989 to participate in a U.S. 101 Tri-State Pacific Coast Byway Study. In 1997, Caltrans published a draft management plan for California's section of Highway 101. The goal of the plan is to enhance, protect, and promote the scenic resources along Highway 101 by establishing gateways to the corridor and scenic byway signing; limiting billboards; protecting the natural resources along the corridor; and publicizing the byway through corridor maps.

STATE SCENIC HIGHWAYS

In 1963, the State Legislature established the California Scenic Highways program together with a master plan for State scenic highways. The Scenic Highway Program established the Departmental Transportation Advisory Committee (DTAC). This committee consists of seven members appointed by the Governor. Their responsibilities include recommending program criteria, reviewing applications for recommending approval of official scenic highway designations. The California Department of Transportation (Caltrans) was delegated the responsibility of administering and coordinating the scenic highways program and for officially designating highways as scenic highways.

There are several benefits for cities and counties that have their highways officially designated as scenic highways. Scenic highways can create a positive image for the community, help protect environmental assets, and encourage tourism.

Designation of a Scenic Highway:

Before a route can be officially designated as an “Official Scenic Highway,” the following basic steps must be taken:

1. The State Legislature must enact legislation to include State Routes in the Master Plan of State Highways eligible for Official Scenic Highway Designation. This step only identifies those routes which are eligible to be designated a scenic highway and does not infer actual designation. (A eligible highway only may become an official scenic highway once it adopts the scenic corridor protection program
2. The legislative body having jurisdiction over lands adjacent to an eligible scenic highway must request by Resolution of Intent Package to the Departmental Transportation Advisory Committee (DTAC) through the appropriate Caltrans office. The package should include a Resolution of Intent by the local governing body, maps showing the scenic corridor and existing zoning, a map overlay of development in the corridor, a narrative description of the scenic elements, and a video tape representative of the highway segment. Once DTAC evaluates each proposal the advisory committee concurs that the corridor meets the scenic criteria and the applicant proceeds to step 3. When a route fails this review, it is unlikely that the route will ever receive official designation.
3. The procedure for achieving official designation of scenic highways includes the requirement that local jurisdictions adopt a scenic corridor protection program to protect and enhance the scenic appearance of the corridor. The DTAC reviews the minimum requirements which must be met by the local jurisdiction. These include but are not limited to: 1) regulation of land use which may include density and/or the intensity of development; 2) detailed land and site planning; 3) control of outdoor advertising (including a ban on billboards); 4) careful attention to and control of earthmoving and landscaping; and 5) the design and appearance of structures and equipment. The involvement of local citizens in determining the five items is very important if the program is to have popular support. After DTAC determines that the program meets the legislative standards, then the committee recommends to the director of Caltrans that the site be designated as a scenic highway.

Once a highway is officially designated as a Scenic Highway, Caltrans places a colorful “poppy” sign, which is the logo of the scenic highways program, along the route. Although development along an official scenic highway cannot be precluded, the corridor protection program seeks to encourage quality development that will not tarnish the scenic value of the corridor.

COUNTY SCENIC HIGHWAYS

County roads and highways designated as “scenic” in local general plans and protected as such by local ordinances may be designed as “official” and receive the appropriate scenic

highway signs by application of the County Board of Supervisors to the State Director of Transportation, who must find that the corridor standards adopted for official State Scenic Highways will be applied equally to County Scenic Highways. The Transportation District Scenic Highway Coordinator is available, upon request, to consult with the local jurisdiction regarding the program and to review the corridor survey and the highway facility study that have been prepared by the local jurisdiction.

Several goals were developed in the 1976 General Plan with the intention of designating Highways 101, 197, and 199 in Del Norte County as scenic highways. However, subsequent studies have not been undertaken, and no highways in the county have been designated.

The Department of Transportation may review the adopted scenic routes and their corridor protection program. The Department, with the advice of the Scenic Highway Advisory Committee, may revoke the designation of the highway as an Official State Scenic Highway and remove signs if it feels the corridor program no longer adequately insures the maintenance of the scenic qualities of the route. A city or a county may request revocation if it no longer wishes to be part of the program.

The existing County General Plan established a Scenic Drive Program as a means to identify scenic drives along county roads that could tie into local streets and the State-designated scenic routes. (This program is separate from the State's Scenic Highway Program.) The goal of the scenic drive program is to promote the tourist industry, enhance the county's image, encourage improvement of County roads, and increase the local resident appreciation of their natural environment.

There are several routes that are potentially eligible for County designation as scenic drives. They include:

- Ocean View Drive
- Indian Road
- Mouth of Smith River
- Sarina Road
- First Street
- Fred Haight Drive
- Lake Earl Drive
- Mosely Road
- Lower Lake Road
- Northcrest Drive
- Washington Boulevard
- Pebble Beach Drive

Upon the designation of a County Scenic Drive, interpretive services such as roadside displays and roadmaps or brochures may be used to create and enhance awareness of scenic resources. Displays, similar to the ones found at rest stops and along major freeways and those located adjacent to Highway 101 within the Redwood National Park, may be installed at key scenic points in the county to identify a County Scenic Road. In addition, a tourist brochure or map may be developed with a numbering system that identifies key features along a scenic drive.

The County scenic drive program can be implemented in several ways:

- designating a scenic drive (County scenic drives may not be designated as Official County Scenic Highways unless requested by the Del Norte County Board of Supervisors and after the State Director of Caltrans has determined that all requirements have been met);
- identifying the scenic drive in all tourist related publications;
- signing of the route (with a style of sign as to make the drive an attraction);
- interpretive services to enhance the sightseeing value;
- picnic sites; or
- roadside rests.

CITY GATEWAYS AND SCENIC DRIVES

The City of Crescent City has an abundance of visual resources, such as the Pacific Ocean, the Battery Point Lighthouse, off-shore rocks and seastacks, and historical structures.

The Crescent City General Plan identifies three developed urban commercial areas as “City Gateways.”. These areas have, or have the potential for, improvements such as special signage, landscaping, and/or undergrounding of utilities that may serve as welcoming gateways into the community. They are as follows:

- Highway 101 South between Anchor Way and Elk Creek
- Highway 101 North between Parkway Drive and Cooper Street
- Front Street between “N” street and “A” Street

The City has designated a specially marked driving route which visitors can follow to visit scenic areas and spend additional time in the community. This route includes two segments:

- Harbor Drive – from Anchor Way through the harbor to Highway 101 to Front Street to the B Street Pier/Battery Point Lighthouse.
- Lighthouse-to-Lighthouse Drive – from Battery Point Lighthouse to 5th Street west to Pebble Beach Drive and north to the Washington Blvd./ Point St. George area.

COASTAL VIEWPOINTS AND CORRIDORS

An inventory of aesthetic resources was conducted for the Del Norte County Local Coastal Plan. The resources inventoried includes scenic viewpoints and corridors and are divided up into seven general areas along the coast. Table 3-2 identifies important coastal viewpoints and corridors. View corridors in this inventory do not equate with “scenic highway” designations, and there are no requirements for the establishment of restrictive ordinances similar to those suggested by the “scenic highways” legislation.

Table 3-2 Coastal Corridors and Viewpoints

General Area	Special Features	Corridors	Viewpoints
Oregon border to mouth of the Smith River	Views of upland topography, forests, agricultural lands, ocean vistas of off shore rocks, sea cliffs, coastal vegetation, and marine life	•Ocean View Drive •Highway 101 north of Indian Road	1. Pelican Bay Beach State Park 2. Kampf Memorial Park 3. Prince Island Court 4. Mouth of the Smith River
Smith River Bottomlands	Views of agricultural lands, rural landscapes and upland forests Occasional vistas of the Smith River and ocean Views of riparian vegetation and waterfowl	•Highway 101 'Fred Haight Drive •Moseley Road 'Lower Lake Road •Lake Earl Drive	5. Smith River Public Fishing Access
Lake Earl Area	Views of Lakes Earl and Tolowa, open coastal strands, vast dune systems, ag. lands, and distant mountains	•Westerly end of Kellogg Road	6. Kellogg Road 7. Lake Ave. 8. Lakeview Drive 9. Buzzini Road
Pt. St. George to Crescent City	View of the ocean, offshore rocks and marine life Open scenic vistas of the ocean and surrounding landscape	•Radio Road •Pebble Beach Drive •Westerly end of Washington Boulevard	10. Point St. George Public Fishing Access 11. Pebble Beach Drive Turn outs 12. Pebble Beach Public Fishing Access
Crescent City to Redwood National Park	Views of the ocean, beach, and maritime features of the harbor area and open wetland beach areas	•Highway 101 • Bluff Road	13. Citizen's Dock & Anchor Way 14. South Beach 15. Highway 101 Vista Point
False Klamath Cove Area	Elevated view of marine environment, steep coastal bluffs, and forested inland slopes	•Highway 101 (Redwood Highway)	16. Cal Trans Vista Point 17. False Klamath Cove Overlook 18. Lagoon Creek Fishing Access
Lower Klamath River Area	Views of the ocean, estuary, riparian vegetation and forested upland slopes	•Patrick Murphy Memorial Drive (Requa Hill Road) •Klamath Beach Road •Coastal Drive (old Highway_101)	19. Requa Hill Overlook 20. Douglas Memorial Bridge Overlook

Source: *Del Norte County Coastal Element*, 1983

REDWOODS NATIONAL AND STATE PARK

The Redwoods National and State Park (RNSP) is served by a network of roads, some of which are under its own jurisdiction, and others operated by the County and State. RNSP's policies on road use include the following:

- Administer the roads in the parks under NPS and CDPR jurisdiction to facilitate and enhance visitors' leisurely enjoyment of RNSP resources and public use facilities rather than catering to the needs of through traffic

- Ensure that RNSP roads relate simply and harmoniously with the topography and surrounding environment; these roads will often be more narrow and winding and have lower speed limits than roads outside the parks.
- Provide safe opportunities for visitors to see scenic vistas and other points of interest, enjoy interpretive displays, and access trails, picnic areas, and other recreational facilities along RNSP roads
- Provide bicycle lanes, alternative transportation systems, and one-way roads, and set vehicle size limits, as appropriate, to ensure public safety and visitor enjoyment.
- Use methods such as limiting the size of parking facilities, using mass transit, or establishing public use limits and permit systems to limit the number of persons or vehicles that will be allowed access to sensitive sites where the protection of fragile resources is of concern.
- Depend on U.S. highways in the parks to serve as the primary access routes to the parks, to be managed and maintained by state and federal transportation agencies.
- Depend on U.S. highways in the parks to serve as the primary access routes to the parks, to be managed and maintained by state and federal transportation agencies.
- Consider entering into agreements for RNSP ownership, management, and/or maintenance of all or portions of the county roads in the parks that are in good structural condition, that provide access primarily to park lands, and that serve primarily park visitors.
- Consider entering into agreements for RNSP ownership, management, and/or maintenance of all or portions of the county roads in the parks that are in good structural condition, that provide access primarily to park lands, and that serve primarily park visitors.
- There are numerous roads in the parks; proposals for operation and maintenance of these roads sometimes conflict with the protection of RNSP resources and values. A long-term strategy for the operation and maintenance of these roads that ensures the protection of RNSP resources and values needs to be developed
- U.S. Highways 101 and 199 will remain the main access routes to and within the parks. Minor realignments might take place in the future, but the highways are expected to remain generally within current alignments over the life of this plan. If major realignments take place during the life of this plan, RNSP staff will work with the California Department of Transportation (Caltrans), the Federal Highway Administration, and the counties to ensure proper protection of the values and resources of the parks. RNSP staff will also work with these agencies to ensure environmentally sensitive efforts to remove major traffic impacts on the parks' resources and values from these highways.
- RNSP staff will work with Caltrans, the Federal Highway Administration, and local government agencies to ensure that visitors will have a world-class scenic travel experience while traveling on the 101 and 199 highway corridors, and that these routes will convey to travelers a sense of being in a park environment. The visual qualities of the road corridors that have significant regional value will be identified

and protected. Associated recreational activities, such as bicycle riding, will be accommodated within public safety and resource constraints. In all cases, the protection of ancient redwood forests will be of paramount importance. RNSP staff will work cooperatively with state, regional, and local transportation planning agencies to address issues related to future traffic needs and to foster improvements in tourism and travel information. RNSP staff will also work with federal, state, and county agencies to ensure that environmentally sensitive maintenance operations are used on portions of the highways and roads that pass through the parks.

- The park entrance will be relocated to the Hiouchi area as part of the proposed new visitor center development.
- Enderts Beach road will continue to provide public access to the Crescent Beach overlook and the trailhead for the Coastal Trail leading to Nickel Creek campground. Gating the road and/or conversion to day use will occur only as a last resort if efforts to resolve resource degradation and public use issues are unsuccessful and only after thoroughly exploring alternatives.
- Howland Hill Road will be retained as a two-way unsurfaced park road and minor improvements will be made. This road will not be recommended for large trailers and motorhomes. If conditions change in the future, other maintenance and operational options will be considered, including paving the road and/or making it a one-way road.

Vehicles are currently driven on beaches at Crescent Beach and on the spit at the mouth of the Klamath River. No permits are required for off-road vehicles at the mouth of the Klamath. Off-road vehicles at Crescent Beach must be granted a permit by the County. The RSNP's policy is to prohibit off-road vehicles in other areas of the Park.

WATER-ORIENTED RECREATION

The Smith River handles a considerable number of sport fishing boats in the summer and early fall. Other recreational users include kayakers, canoeists and rafters. Fuel, mooring facilities, and dry storage are available.

Commercial fishing vessels use the Crescent City Harbor. People also operate boats for wildlife viewing and recreational fishing.

3I. INTEGRATED LAND USE, AIR QUALITY, & TRANSPORTATION PLANNING

The federal, state and local governments all share responsibility for meeting standards for clean air. One of the major sources of air pollution is motor vehicle exhaust, therefore all government agencies have an interest in reducing emissions. This can be done in several ways:

- by reducing the number of vehicle trips
- by setting standards for emissions from a vehicle
- by improving the flow of traffic to eliminate unnecessary stops

Trip reduction has two major components:

- promoting the use of non-automotive transportation
- encouraging land use policies that minimize the need for automobile transportation

DEL NORTE'S AIR QUALITY

According to the California Air Resources Board and the North Coast Unified Air Quality Management District, air pollutants in northwestern California result from several sources. The main pollutants and their chief sources are as follows:

- Carbon monoxide (CO): Motor vehicles and woodstoves
- Ozone: Motor vehicles
- Reactive Organic Gases (ROG): Motor vehicles
- Suspended Particulate Matter Smaller than 10 Microns in Diameter (PM₁₀): Sea salt spray, motor vehicles, woodstoves, open burning, road dust.

Del Norte has relatively clean air in comparison with most of California. There is no evidence of extensive CO, ozone, or ROG pollution, and only a small amount of PM₁₀ pollution. According to the North Coast Unified Air Quality Management District, Del Norte has no existing air quality problems that could affect future highway planning. Although exceedance of PM₁₀ pollution has occurred on a few occasions, the cause was woodburning stoves rather than automobile exhaust. More detailed information can be found in the Environmental Clearance section of this document (Chapter 8) and on the North Coast Unified Air Quality Management's website at www.northcoast.com/~ncuaqmd.

LAND USE POLICIES AND AIR QUALITY

Generally speaking, the closer new development is to existing public services, the less air pollution is created, since people do not have to drive as much to reach needed services. This is true for both residential and commercial development, as well as large trip generators such as hospitals, shopping centers, and public buildings. Therefore, land use

policies which encourage infilling rather than “leapfrog development” or “urban sprawl” contribute to the reduction of air pollution.

The City of Crescent City and Del Norte County have defined an urban boundary line that encompasses all land considered for future water and sewer service expansion, and thus for future urban development and annexation.(City of Crescent City: General Plan Policy Document, page 1-1) The City is concerned with limiting the costs of new infrastructure to sparsely populated outlying areas. As the City grows and annexes unincorporated land, the City will direct growth to areas inside the urban service boundary so that all incorporated areas have urban services. Development within the boundary is subject to higher densities and intensities than development outside it.

The County of Del Norte has proposed a series of policies in its Draft General Plan that address the links between land use, transportation, and air quality planning. These are as follows:

- The County shall consider air quality when planning the land uses and transportation systems to accommodate the expected growth in the county.
- The County shall ensure that all County submittals of transportation improvement projects to be included in regional transportation plans (RTP, RTIP, CMP, etc.) are consistent with the air quality goals and policies of the General Plan.
- The County shall consult with transit providers to determine project impacts on long range transit plans and to ensure that impacts are mitigated.

4. ASSESSMENT OF NEEDS

Del Norte County is growing steadily at a modest rate, with periodic fluctuations due to seasonal harvest, construction, and tourism activity. Demand for single- and multi-family housing and subdivisions has declined from the higher levels experienced during the early 1990s, which had a period of growth arising from expansion of the Pelican Bay State Prison. More recently, residential development patterns in the county have consisted primarily of “infill” house construction on existing lots, or completion of residential buildings and projects started during the state prison annexation.

During this early 1990s period, there was also significant commercial development along Washington Boulevard, between Highway 101 and Inyo Street. During that time, development of the Washington Boulevard shopping center complex and the WALMART store was completed. The rapid growth in residential and commercial activity increased levels of traffic in the locality, impacting the roadway system. Traffic impacts have since been largely ameliorated by roadway and bikeway improvements in the Washington Boulevard/ Northcrest Drive area.

The following assessment of needs identifies the County’s existing and future transportation needs and issues with regard to: public transportation; non-motorized (pedestrian and bicycle); aviation, highways/streets/roads, goods movement (maritime and truck), tele-transportation, pipeline and recreational transportation modes. Also included are needs directed toward Recreational Travel, Transportation System Management, and the integration of land use, air quality, and transportation planning.

4A. PUBLIC TRANSPORTATION

GENERAL NEEDS AND ISSUES

The Del Norte Local Transportation Commission (LTCO) adopted a Transit Development Plan, the *Del Norte County Transit Plan–2000*, during fiscal year 1991/92. As the county's first Transit Development Plan, the document provided a framework for transit planning, development, and service options in Del Norte County. In addition, a

Comprehensive Public Transit Service Plan was completed in June of 1995. As a result of these transit planning efforts, LTCO has identified the following existing and future transportation needs and issues with regard to public transportation:

- Operation of cost-effective public transportation systems through monitoring of transit service performance and needs assessment.
- Analysis of the existing Del Norte Public Transit System in its entirety.
- Consideration of the expanding role of the Consolidated Transportation Service Agency (CTSA) in providing transportation for area senior and disabled populations.
- Continued coordination and consolidation of transit services.
- On-going analysis of the fixed route/dial-a-ride service combination.

In addition, the County has identified public transportation needs for Redwood Coast Transit (RCT). High priority needs for the twenty-year planning horizon are:

- Five new RCT buses in the short term (2000-2010).
- Five new RCT buses in the long term (2010-2020).
- Crescent City Route Bus Stops/Shelters (short term).
- Klamath/Howland Hill Stops/Shelters (short term).

THE “UNMET TRANSIT NEEDS” PROCESS

In Del Norte County, the process of identifying unmet transit needs has led to the development of several transit services. Each year, as required by California’s Transportation Development Act, LTCO assesses transit needs in the area of its jurisdiction, and determines which of these unmet transit needs are reasonable to meet. (See below for LTCO’s adopted definitions of “unmet transit needs” and “reasonable to meet.”) LTCO then develops a transit needs report. The transit needs report forms the basis for the allocation of Transportation Development Act funds, the primary funding source for the public transit services.

“UNMET TRANSIT NEEDS”

The Del Norte LTCO defines “unmet transit needs” as follows:

- Public transportation and specialized transportation service needs that are identified in the latest RTP update and have not been implemented or funded.
- Needs identified by community members which have substantial community support, expressed through community organizations, at public meetings, etc.

Unmet Transit Needs Expressed During Public Hearings on the 2002 RTP Update: Some additional transit needs were expressed during a series of public hearings held during October 2001 as part of the public participation program for preparing this

document. Although people expressed appreciation for the Dial-A Ride system, and its “great drivers,” they said that the Dial-A-Ride service does not operate long enough, and that evening service hours are essential if transit-dependent citizens are to participate in community events. People said that the public transportation system should also be more responsive to special events, and for regularly occurring community events, such as commercial airline schedules and hospital visiting hours. Some people stated that fixed-route service is inappropriate for persons who live several blocks from a bus line, especially during inclement weather, or when they are carrying bags of groceries, and funds used to operate the fixed-route system could be better utilized by expanding the Dial-A-Ride service.

“REASONABLE TO MEET”

Unmet transit needs shall be deemed “reasonable to meet” if:

- There are adequate TDA resources available to the claimant to provide an adequate level of service in relation to the identified need; and the cost to provide adequate service is supportable in terms of project benefits; and
- Projected farebox revenues will be sufficient to comply with Transportation Development Act provisions relating to farebox revenues as a percentage of operating costs; and
- Existing transit operators are capable of expanding their services; or establishment of a new service is feasible.

As a result of this process, LTCO has helped initiate the transit services described in Chapter 3.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

LTCO’s Social Services Transportation Advisory Council (SSTAC) represents the needs of transit dependent community members. The SSTAC is an advisory council whose members are appointed by LTCO to represent potential transit users from statutorily mandated groups. Membership includes potential transit users in the following categories: persons 60-years of age or older; persons who are handicapped; representatives of local social service providers for seniors; representatives of social service providers for the handicapped; a representative of social service providers for persons of limited means; a representative of the CTSA; and a representative of the transit operator. Responsibilities of the SSTAC are to identify transportation needs, recommend action to LTCO, and advise LTCO on other major transit issues.

The SSTAC has reviewed questions concerning the adequacy of transit service in the greater Crescent City area. At unmet needs public hearings held in recent years, the

SSTAC has requested longer service hours and larger service area boundaries for the services provided by RCT. The request for additional service hours is being implemented for the Crescent City Fixed Route where discretionary grant funding has made expansion possible. Because this is short term funding, and other transit funds are limited, it is not known how long the extended service hours will continue. Requests for non-emergency medical service to Humboldt County recently resulted in one day per week service provided by the CTSA and is free to those who qualify.

There have also been requests from the general public for service to the communities of Hiouchi, Gasquet, Fort Dick and Smith River. LTCO has determined that transit service to these communities is not reasonable to meet primarily because of low ridership and travel distances that result in non-compliant farebox recovery ratios.

LTCO recognizes that there may be some elderly and handicapped individuals in outlying areas who do not have specialized transportation services available to them; however, in many cases, it would be unreasonable to provide services to these areas because of limited resources and the extreme costs to provide such service. This view is generally held by the SSTAC and the social service agencies that provide specialized transportation services.

SMITH RIVER RANCHERIA

Residents of the Smith River Rancheria have expressed the need for transit service in and around the Smith River area, and also to and from Crescent City. Residents are interested in finding strategies and funding sources that would make such service feasible.

YUROK TRIBE

Representatives of the Yurok Tribe say that people in the Klamath area need transit to reach job opportunities and other services in both Crescent City and Eureka. Children in Klamath have a difficult time reaching high school in Crescent City. There are very limited opportunities for people without private vehicles to travel between Klamath, Klamath Glen, and Requa. The Yurok Indian Housing Authority, with funding from a federal Housing and Urban Development (HUD) program, has recently completed eleven new affordable single-family houses for tribal members in the Klamath townsite, within the Yurok Reservation. The Yurok Indian Housing Authority has also stated that it plans to build an additional sixty residential units on the Yurok Reservation or within the tribe's service areas of Del Norte and Humboldt Counties. In addition, the tribal headquarters are being moved from Eureka to Klamath. Although the Tribe will be providing a vanpool for potential commuters between Humboldt and the tribal headquarters, the times of service will not accommodate everyone and could thus result in a future transit need.

4B. NON-MOTORIZED TRANSPORTATION (PEDESTRIAN & BICYCLE)

The LTCO updates the *Del Norte County and Crescent City Bicycle Facilities Plan* (Bike Plan) on a regular basis. The most recently revised plan was adopted in December of 1999. The LTCO encourages the use of bicycles as a means of transportation and supports improvements to bike routes and support facilities for safe, convenient and enjoyable cycling. Routes in the Bike Plan were selected to accommodate existing and future needs, especially in areas where development activity or growth is anticipated. (See Figures 4-1 and 4-2).

During fiscal year 1991/92, the Del Norte Unified School District recognized a need to establish an organization concerned with the safety of students en route to and from school. A *School Routes and Established School Crossings Plan* was prepared and adopted by the Del Norte County Unified School District Board of Directors on August 13, 1992. Many of the projects identified in this plan have now been completed primarily with Proposition 116 funds and Regional Surface Transportation Program (RSTP) funds. Continued planning and project implementation is supported by the LTCO to support the safety of student en route to and from school. If an urban pedestrian plan project is undertaken, the LTCO would support the inclusion of school routes.

During fiscal year 1991/92, a sub-committee of the SSTAC recommended a prioritized network of accessible curb cut sites and the prioritized network was subsequently adopted by the LTCO and the program completed.

As a result of these planning efforts, the LTCO has identified the following existing and future transportation needs and issues with regard to non-motorized (pedestrian and bicycle) transportation:

- Pedestrian improvements on school routes and established school crossings.
- Encourage the construction or maintenance of sidewalks on all streets within one mile of schools and other public facilities.
- Emphasis on wheelchair accessible radius curb cuts in the Crescent City area.
- Bikeway improvements pursuant to the Bike Plan.
- Quantification of recreational impacts so that funding adjustments for non-motorized recreational impacts may be pursued.

In adopting the Bike Plan, the County and City have stated their goal to consider bicycle needs when designing new or reconstructed roadways, with particular attention to the designated bikeways. Another goal of the Bike Plan is to maintain bikeways and bicycle parking facilities in a condition favorable for use by bicyclists, for example, assigning bikeways a higher maintenance priority than similar, non-bikeway routes. The Bike Plan also includes an analysis of priorities and a general implementation schedule, detailed in Tables 6.4 and 6.5 of the Action Element in this document.

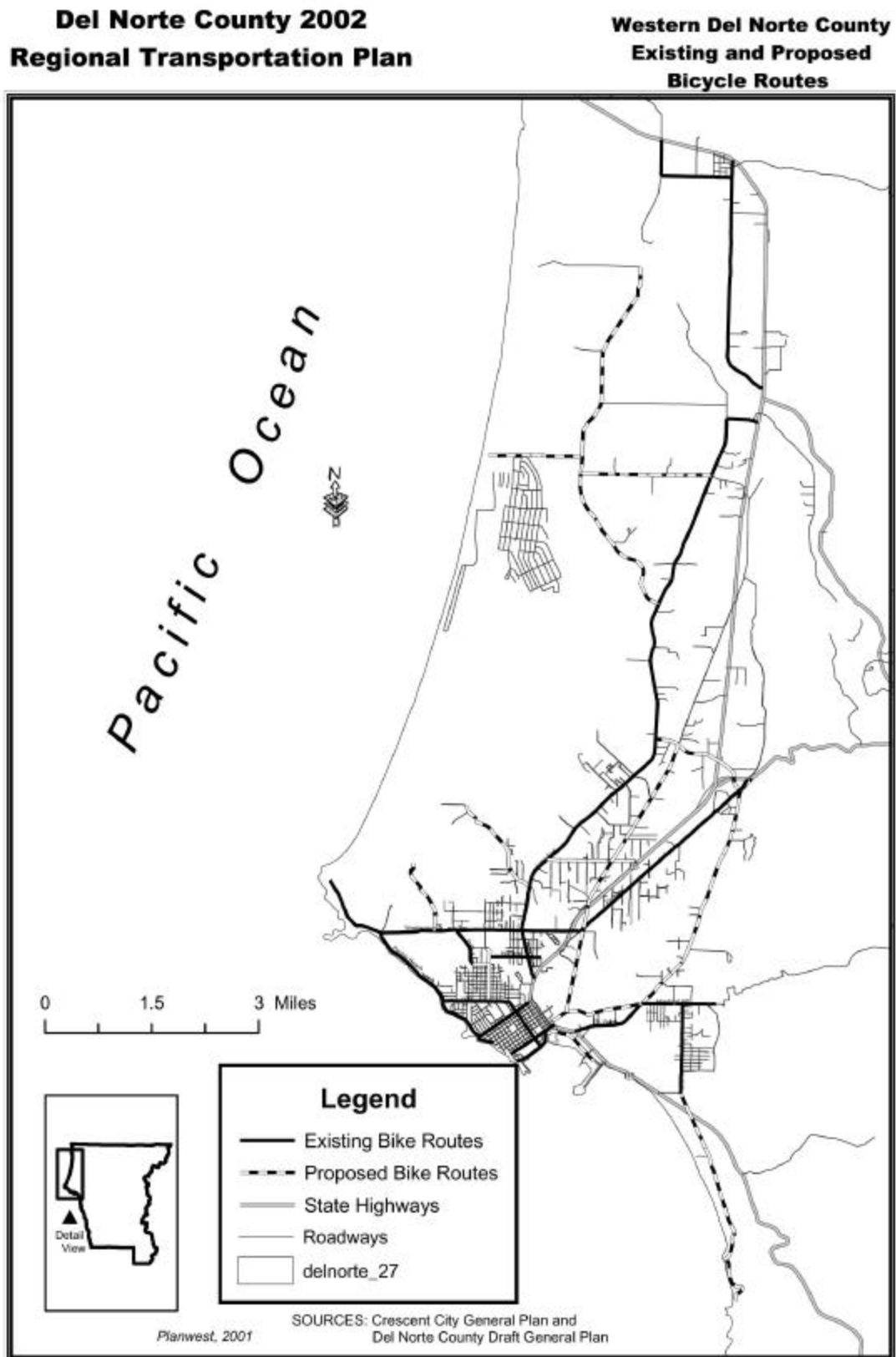
Proposed bicycle routes for the region include routes in the Crescent City area (see Figure 4-1) and in parts of western Del Norte County (see Figure 4-2.). Smaller proposed routes (under three miles) include trails on:

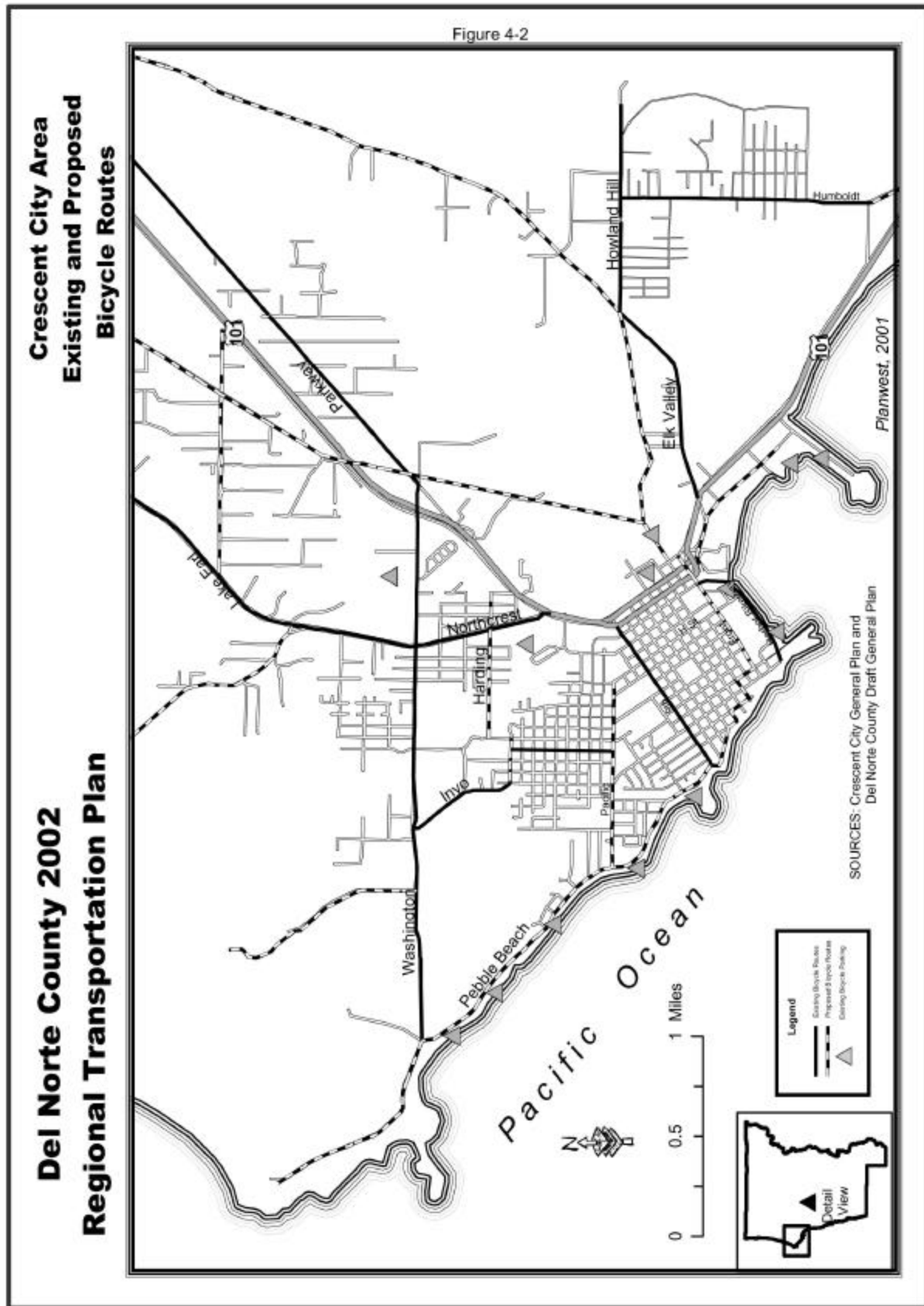
- Riverside Street;
- Old Mill Road;
- Blackwell Lane connecting Lake Earl Drive and Highway 101;
- Highway 101 along Sunset Circle; and
- A Coastal Trail to connect Pebble Beach Drive and Front Street.

Longer routes (over three miles) include:

- Lower Lake connecting to Morehead Road to the east and Kellogg Road to the west;
- The proposed Hobbs Wall Trail, which would include Elk Valley Road to Elk Valley Cross and would loop back via Railroad Avenue; and
- Continuation of the proposed Coastal Trail to Enderts Beach

Figure 4.1





4C. AVIATION

Lack of commercial air passenger service to northerly destinations forces area residents to use ground transportation to the Medford, Oregon airport or fly south first to Sacramento or San Francisco to connect to a flight heading north. In addition, there are a significant number of residents who travel to Sacramento for business whose most affordable flight option is to pay a relatively high fare for the only commercial service available.

Continued air service is important to the region, and improved air service with access to more communities, is seen as highly desirable. Upgrading the county's primary airport, Jack McNamara Field, is essential if air service to Crescent City is to improve. Passenger service demand at Jack McNamara Field has seen a significant increase. However, the airport currently can serve only smaller planes (maximum 30-passenger), and therefore the market for airline servers is limited. In addition, the San Francisco Airport, which is the regional hub for Del Norte County, is approaching capacity, and is experiencing pressure to limit the number of smaller planes flying in and out. Such limitations could negatively impact Del Norte County.

Aviation activity in Del Norte County is expected to change somewhat during the next 10 years. Recent consolidation in the airline industry and the major hub system used by most airlines may have an impact on the level of commercial service at Jack McNamara Field. A three-county California/Oregon task force has been established to identify opportunities for improving aviation service to the region. Specific estimates for activity within the airports in Del Norte County is given in Table 6-6 of the Action Element. The aircraft mix serving the region consists of commercial airline (commuter) service, business jets, large twin-engine prop, light twin engine, and single engine aircraft. Activity is concentrated primarily at Jack McNamara Field. Ward Field Airport and Andy McBeth Airport contribute only slightly to aviation activity within the region.

The Aviation Capital Improvement Plan (CIP), which includes a ten-year list of aviation projects, is incorporated in the Action Element and Financial Element of this document, and specifics are given in Tables 6-7 and 6-8. Several terminal and parking lot improvements and enhancement projects have been completed and more are scheduled. The most urgent needs, according to the CIP, are:

1) Jack McNamara Field (Crescent City)

- Construction of an Airport Rescue and Fire Fighting Building
- Performing an environmental assessment for a runway extension.
- Obstruction removal on Runways 17 and 29.
- Updating the Airport Master Plan.
- Construction of a new terminal building and a parking lot, access road and apron..

2) Ward Field (Gasquet)

- Updating the Airport Layout Plan.
- Obstruction removal on Runways 6 and 24.
- Installing perimeter fencing.

3) Andy McBeth Field (Klamath)

- Updating the Airport Layout Plan.
- Putting a slurry seal on runways 11 and 29.

The smaller fields, which are used for firefighting, disaster staging areas, and general aviation, are also in need of improvements.

LTCO has identified the following existing and future transportation needs and issues with regard to aviation transportation:

- Effective operation, maintenance and development of the Del Norte County Airport facilities.
- Encourage increased utilization of passenger and/or commercial services to maximize potential for Del Norte County Airport.
- Encourage and plan for compatible surrounding land uses and services at the Del Norte County Airport.

4D. HIGHWAYS/STREETS/ROADS

Following are some definitions that will help the reader understand the language of roadway assessment and planning:

- “Level of Service” or “LOS” is a technical term that is used to describe the degree of traffic congestion on a roadway. Levels of service range from “A” to “F”; an LOS A refers to freely flowing traffic, and an LOS F refers to highly congested traffic near gridlock.
- “Segment” refers to a longitudinal section of roadway between two points.
- “PM” is an abbreviation for Post Mile, which is a numbering system used to notate distance along state highways.
- “STAA” stands for Surface Transportation Assistance Act and refers to trucks of the following lengths: tractor-trailer combinations in excess of 65 feet; semi truck and single axle trailer combinations with kingpin to rear axle length in excess of 38 feet; semi truck and double axle trailer combinations with kingpin to rear axle length in excess of 38 feet; trucks with double trailer combinations in excess of 75 feet.

STATE HIGHWAY NEEDS ASSESSMENT

In 1983, Caltrans initiated a system planning process to objectively analyze the entire State highway system and develop realistic long-range plans for transportation development. System planning considers reasonable financial constraints “generally” over a 20-year planning period. System planning also considers the performance of the entire transportation system and establishes overall direction for future transportation development. The three main elements of the system planning process are:

Route Concept Reports, which establish a long-range (approximately 20 years) concept for each transportation corridor and defines the type of facility required to achieve that concept.

Transportation System Development Plans, which describe improvement priorities and assess likely improvements for the five-year period following the adopted State Transportation Improvement program (STIP), given alternative funding levels.

District System Management Plans, which combine the results of the Corridor Concept Reports and the Corridor Development Plans into a comprehensive management plan that describes how the district intends to maintain, rehabilitate, and improve the state transportation system over the next 20 years.

BASIC ROUTE CONCEPTS

The current Route Concepts for state highway routes in Del Norte County are listed below. A revised Route Concept Report is being prepared for Highway 101. Completion is expected in the 2001/02 fiscal year. Some changes to the existing Route Concept for Route 101 are possible.

Route 101 - Corridor Concept: Four-lane freeway/expressway where feasible. Environmentally sensitive locations will have a concept level of two-lane conventional highway/expressway with intermittent passing lanes. The Concept Level of Service is "C" for four-lane segments in rural areas and "D" for urban areas and two-lane segments with passing lanes in rural areas.

Route 169 - Corridor Concept: Two lane conventional highway on existing alignment. No concept Level of Service. In conformance with its Corridor Concept, no capacity increasing improvements will be made to the Route 169 Corridor.

Route 197 - Corridor Concept: Two lane conventional highway, generally on its existing alignment. Concept level of service "E."

Route 199 - Corridor Concept: Two-lane conventional highway with intermittent passing lanes. Concept Level of Service: "D."

The total cost of improvements necessary to achieve the current Route Concept for the Route 101 Corridor in Del Norte County is approximately \$164.3 million in 1994 dollars. It is unlikely that much of the corridor could be developed to these ultimate standards within 20 years without significantly increased revenues. The cost of improvements needed to achieve the Route Concept for Route 199 may exceed \$130 million in 1999 dollars. The vast majority of this money (approximately \$100 million) would be needed to pay for improvements needed to achieve the STAA truck concept. The estimate for improvements necessary to achieve the Route Concept for Route 197 is \$3 million in 1999 dollars. Most of these improvements are within the segment from PM 3.3/5.0 and are necessary to accommodate large STAA trucks.

Without improvements, the concept level of service for State Highways 101, 197, and 199 is not expected to be achieved. In addition, areas of concern exist on the following two-lane segments of Routes 101 and 199 ("areas of concern" indicate that the concept level of service will not be achieved under present or future traffic conditions; or the segment operates at capacity at peak hour; or there is a safety concern because the total accident rate for a five-year period for that segment exceeds one and one-half times the statewide average for similar facilities). Caltrans does not have any "areas of concern" for routes 197 and 169, however the Yurok Tribe believes that connecting the two halves of Route 169 would be of regional benefit and provide an emergency access route to the

small community of Pecwan. LTCO has identified the following existing and future transportation needs and issues with regard to highways/streets/roads:

- Continuing development and improvement of the state highway system, particularly “Last Chance Grade” on Route 101, and improvements at “The Narrows” on Route 199.
- Planning for the development of Routes 197 and 199 to accommodate (STAA) trucks.
- Coordination with the Department of Transportation regarding Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) development and the system planning process.
- Maintenance, rehabilitation and improvement of county road and city street systems.
- Quantification of recreational impacts so that funding for recreational traffic impacts may be pursued.
- Encourage local entities to consider developer participation in roadway improvement projects as a way of mitigating the impacts of new development.
- Continued implementation of the Service Authority for Freeway Emergencies (SAFE) Call Box System Plan.

Table 4-1 Proposed Improvements to Route 199: Projects Critical to Extra-Legal Loads Passage

Location and Description	Costs	Schedule
“The Narrows” Post Miles 22.1 – 23.6 1. Remove outcropping 2. Realign / Viaduct	\$282,000 \$25.7— 106,000,000*	Presently under contract: Expected completion 2002 Ultimate fix—Possible construction 2010-2011**
Bridge #01-0015 Post Mile 24.1 – 24.2 3. Curve realignment	\$114,000	Project approved June 1999 Expected completion 2002
Washington Hill Post Mile 26.10 – 26.3 4. Widen left shoulder 5. Widen roadway	\$404,000 Cost unknown	Project approved Sept. 2001 Construction expected summer of 2002
Windy Point Post Mile 26.7 – 26.9 6. Curve improvement	\$525,000	Begin construction Sept. 2001 Expected completion fall of 2002
* Costs are estimated funding not yet programmed ** Highest Priority for Del Norte County – District working to get long lead status to allow development to proceed		

Figures 4-3 and 4-4 show the 1999 ADT and LOS on state routes. Figures 4-5 and 4.6 show projected future (2025) ADT and LOS on state routes. Table 4-1 shows existing and future volumes and levels of service for state routes in the region.

Figure 4.3

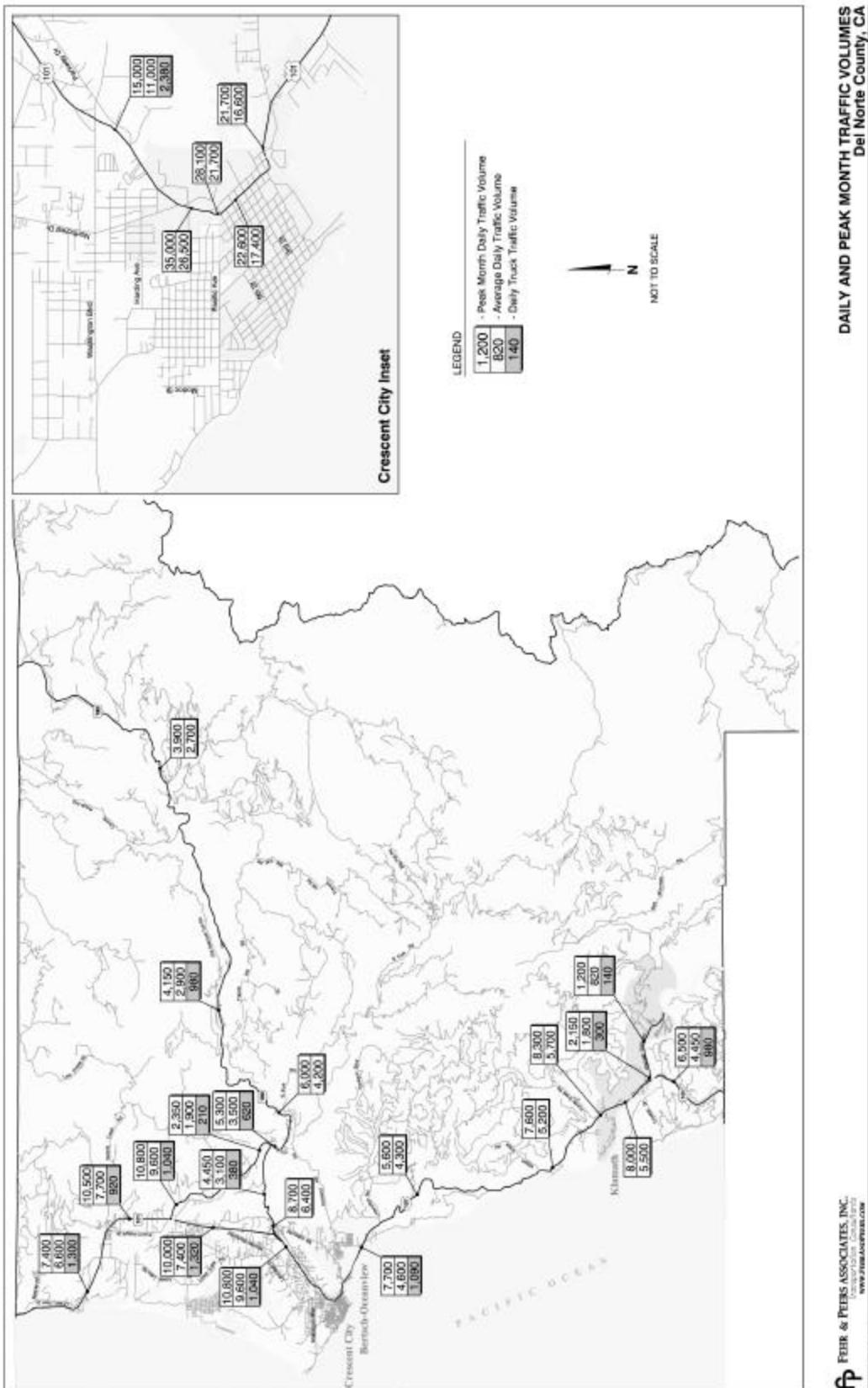


Figure 4.4

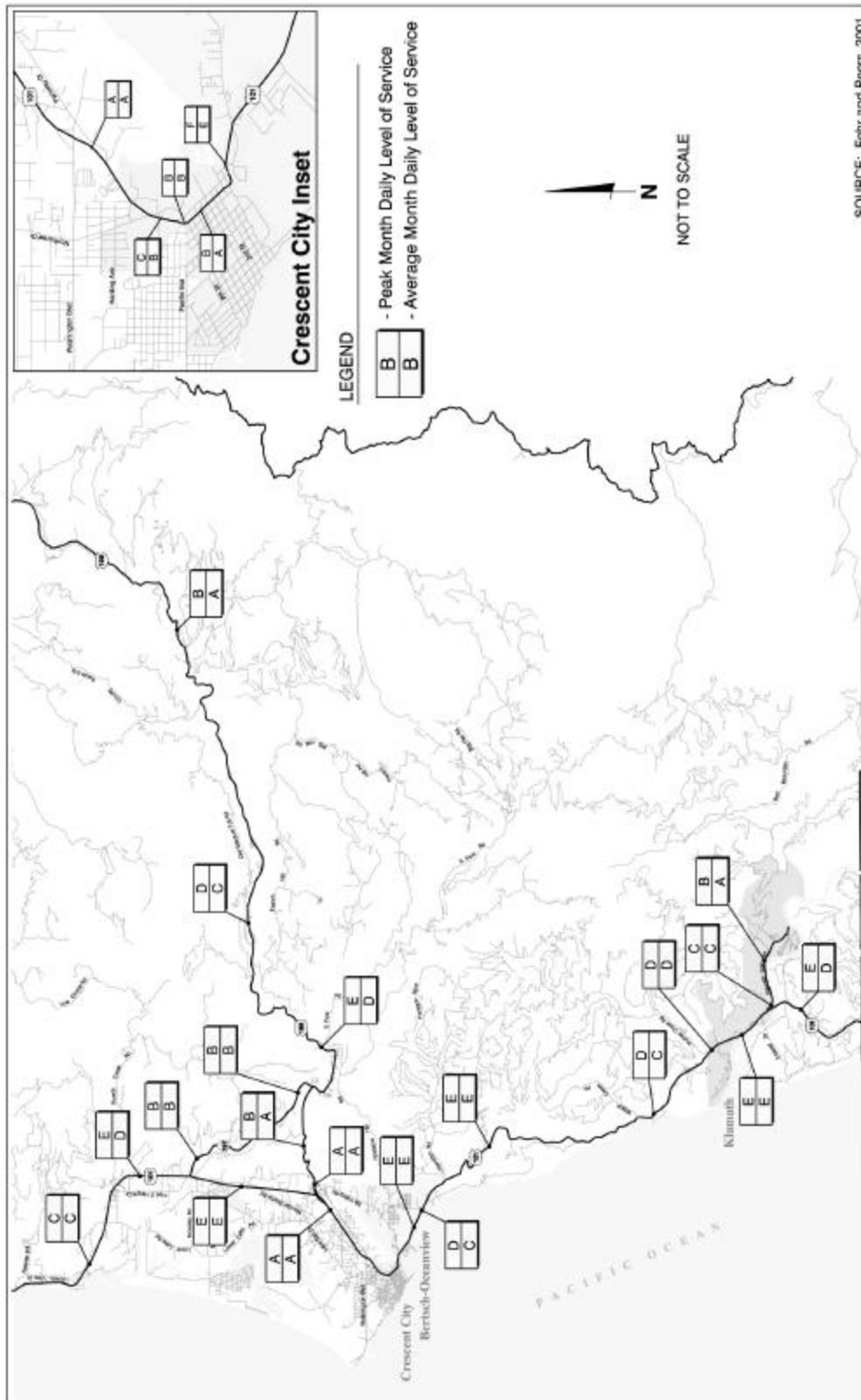
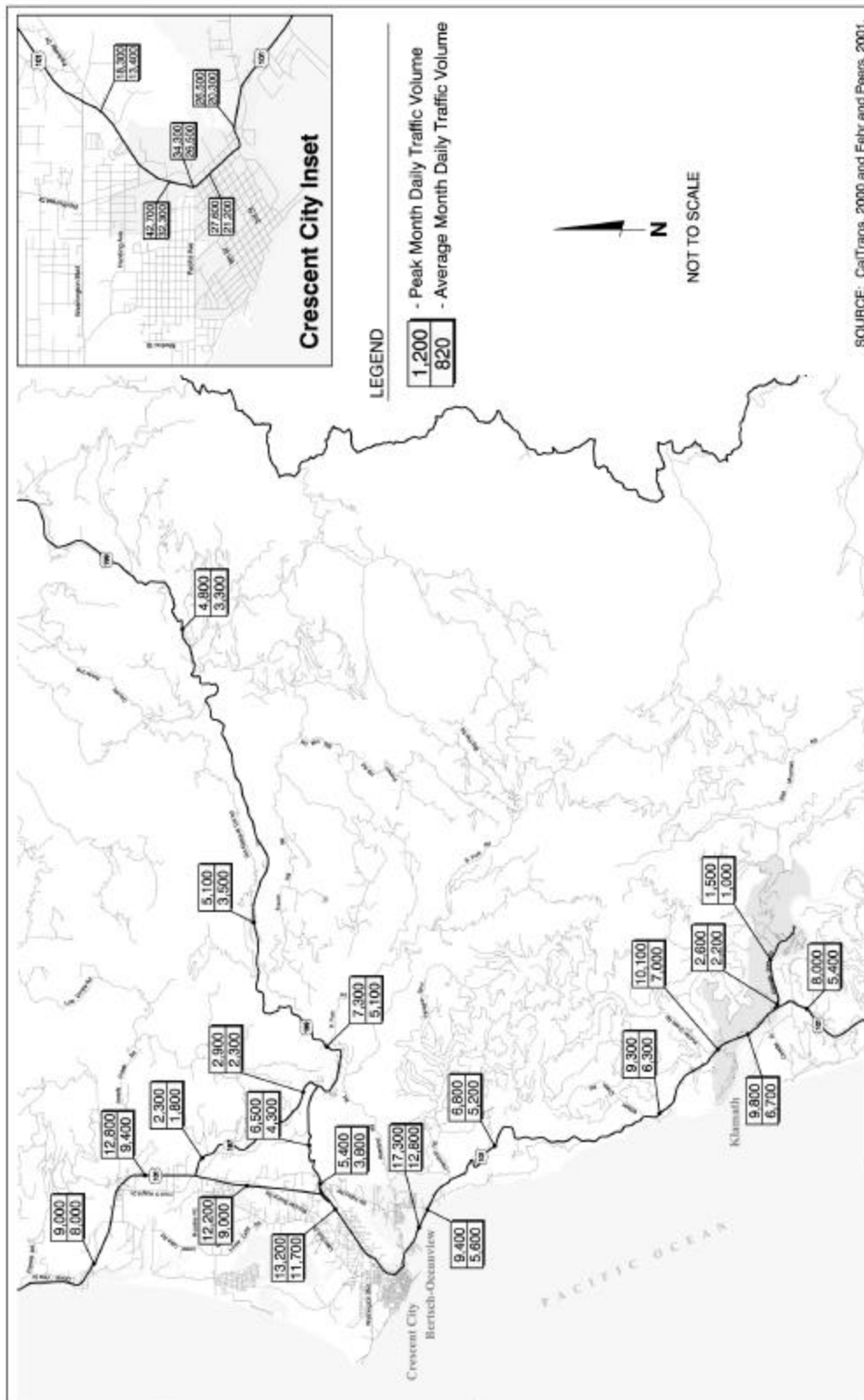


Figure 4.5

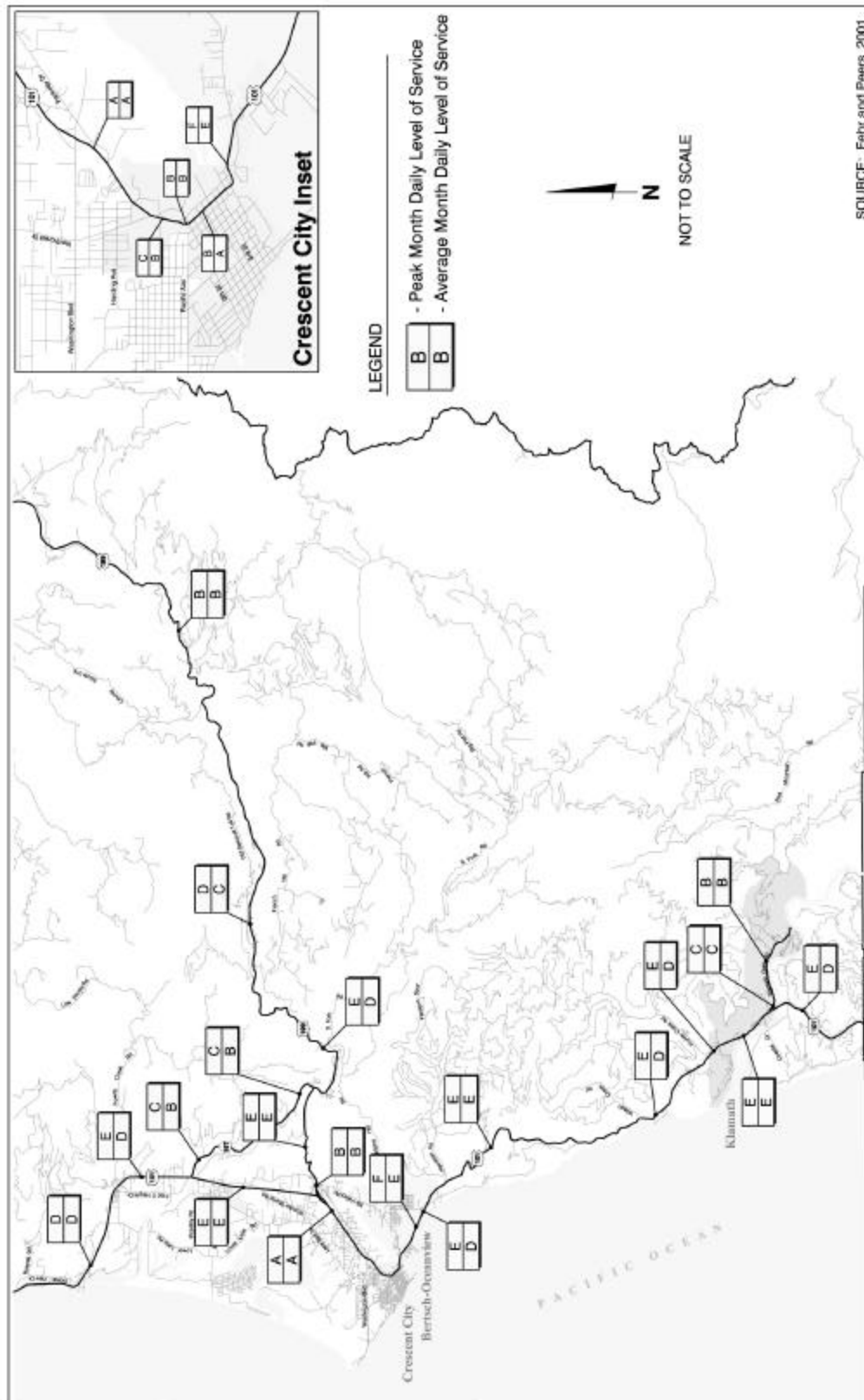


**FUTURE (YEAR 2025) AVERAGE MONTH AND
PEAK MONTH DAILY TRAFFIC VOLUMES
Del Norte County, CA**

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Transportation Consultants
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Figure 4.6



**FUTURE (YEAR 2025) AVERAGE MONTH AND
PEAK MONTH DAILY LEVELS OF SERVICE**
Del Norte County, CA

fp **FEHR & PEERS ASSOCIATES, INC.**
Transportation Consultants
www.FEHRANDPEERS.COM

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CITY STREET NEEDS

The City of Crescent City General Plan Update May 5, 2000) includes the following significant roadway improvements to city streets:

“S-Curve” (south of Front Street): Improve access to downtown and Front Street by allowing northbound traffic to turn left from Highway 101 onto Front Street. The design incorporates the proposed traffic signal at the Front Street/L Street intersection. Front Street between L and M Streets would be effectively converted to a one-way westbound operation.

Front Street – Closure at M Street Alternative: Eastern left of the Front Street/M Street intersection would be closed; access would be provided by the existing connection from N Street.

Front Street – Right-turn-only Alternative: From Front Street, only right turns would be allowed onto M Street/Highway 101. Right turns from Hwy 101 onto Front Street would be prohibited, as this operation would likely slow down traffic into Crescent City.

Front Street – Between U.S. 101 and D Street: Narrow the traveled way of Front Street to a single lane in each direction to allow for additional parking and easier pedestrian crossing.

COUNTY ROAD NEEDS

Old Mill Road: The Del Norte County’s draft General Plan update has identified the segment of Old Mill Road from Northcrest Drive to the Lake Earl Wildlife Area as one which may merit improvement as land use density increases. In particular, the segment from Northcrest Drive to Dillman Road, which is within the designated urban boundary, is a concern because it does not meet urban road standards. The width of the existing roadway coupled with extremely narrow shoulders will be potential safety concerns for pedestrians and bicyclists as density increases in the area.

Blackwell Lane: The County’s draft General Plan update identifies the development of an overall strategy for urban roads and drainage in the south Blackwell Lane area. This area is within the urban growth boundary but its road network is largely private. The proposed strategy plan would outline a methodology for conversion of private road to public roads as development occurs. In addition, the plan would provide circulation alternatives for this area which currently contains a large number of one-way streets that will hinder adequate circulation as density increases.

Northcrest/Lake Earl Drive/Parkway Drive: The County's draft General Plan update has identified the Northcrest/Lake Earl Drive/Parkway Drive areas as ones, which should be monitored for congestion. The area of Highway 101 between 9th Street and Northcrest Drive is projected to have the worst congestion potential over the next ten years. Each of these is an area that has been identified as having potential level of service concerns over the next twenty years. While the county has adopted a level of service "C" as its standard, these areas are estimated to have the potential of falling below this standard depending on levels of development. Monitoring of congestion in these areas will be key to the timing of planning efforts to accommodate need.

The County is concerned with the maintenance and improvement of the road system. As development occurs, new roads will need to be built, and existing ones expanded. The County anticipates that future development will require the following improvements:

- Extension of State Street to Elk Valley Road to provide better access to the adjacent industrial and residential areas
- Extension of Arlington Blvd. northward as an urban collector road to provide primary access to the Wakefield Ranch area.
- Possible improvements of Old Mill Road from Northcrest Drive to the Lake Earl Wildlife Area.
- Possible extension of Washington Blvd. easterly to Elk Valley Road. An overall neighborhood strategy for the development of urban roads in the south Blackwell area.
- Extension of Timbers Blvd. to Fred Haight Drive
- Development of a road parallel to Highway 101 to connect Westbrook Lane to Rowdy Creek Road

In addition, the County will require the following studies:

- A traffic impact analysis of the effects of the Hole Pit development on South Bank Road, Lake Earl Drive, and the Highway 101 intersection
- Every five years, monitoring Northcrest/Lake Earl Drive and Parkway Drive to determine if congestion is occurring, and consideration of extending left-turn median lanes or other traffic control devices. [Co GP8.B29]

KLAMATH AREA

As described in the Transit section above, the Yurok tribe is expanding its housing base and moving its tribal headquarters from Eureka to Klamath. This change will add to the Average Daily Traffic between Crescent City and Eureka, since Klamath is located about halfway between these two urban areas. The increase may also impact the intersection of Highway 101 and Klamath Blvd.

4E. GOODS MOVEMENT (MARITIME & TRUCK)

GOODS MOVEMENT – MARITIME

Crescent City Harbor is the northernmost harbor in California and one of the safest along the West Coast, an important asset for both commercial and recreational boat users. The harbor serves approximately 13,000 square miles in northern California and southern Oregon. Crescent City Harbor is the only harbor of refuge between Humboldt Bay and Coos Bay, Oregon, that is capable of handling ocean-going vessels.

Outer and inner breakwaters and a sand barrier protect the harbor. It has significant capacity, with the inner boat basin capable of berthing 300 commercial fishing vessels, and the outer boat basin able to accommodate small craft, plus open moorings for up to 500 vessels.

A range of other industries and commercial uses exist on Harbor District property, including marine repair facilities, RV parks, restaurants, and seafood processing companies. A Crescent City Waterfront Development Plan was undertaken in 1995 in an effort to build on a previous 1985 update of the Harbor Development Plan and provide a guide for planning decisions for the harbor for a 5 to 10 year time frame. This draft Plan was never formally adopted; however, a citizen committee was established in 1999 to undertake research and consider possibilities for Harbor development.

Development in the harbor area has included visitor facilities, handicapped accessible parking and harbor area amenities. Launch facilities, additional parking areas and boat slips have been completed. On-going improvement projects include upgrading docks, which proceeds at the rate of approximately one dock per year. Enhancement work at the harbor continues to include beautification efforts along Citizens Dock Road, and to the visitor seating and viewing area.

A study of the area south of Anchor Way, and along Highway 101, known as South Beach, was undertaken in 1998. This study investigated possible alternatives for pedestrian, bikeway and beachfront enhancement, and could serve as a foundation for future development of the Coastal Trail.

In recent years the City of Crescent City has undertaken enhancement projects along Battery Point and in the Battery Point Lighthouse area. Battery Point facilities include parking, restrooms, visitor information facilities, handicapped-accessible parking spaces and wheelchair-accessible beachfront access.

The LTCO has identified the following existing and future transportation needs and issues with regard to maritime transportation:

- Effective operation, maintenance and development of Crescent City Harbor facilities.
- Monitoring of Crescent City Harbor service and facilities to identify and plan for areas of unmet future demand.

GOODS MOVEMENT – TRUCK

STATE HIGHWAYS 197 AND 199

The 197/199 highway goes through the mountainous Smith River Canyon. Parts of the 40-mile long Route 197/199 corridor have narrow lanes with little or no shoulder, very steep rock-cut slopes, and numerous tight radius curves. This makes it difficult or impossible for large trucks to negotiate the curves without crossing over the double yellow centerline and encroaching on the opposing lane of traffic. Because of safety concerns, Caltrans restricted the use of this corridor to trucks that are narrower than 8'6" and less than 65 feet in length. Larger trucks must travel north on Route 101 to Oregon and east on Route 42, or south on Route 101 and east on Route 299 to reach Route I-5. Trucking firms dislike this restriction because it increases their costs. They have the option of using the Route 197/199 corridor if they have an escort from the California Highway Patrol, but this also increases their costs, and must be scheduled in advance.

LTCO has adopted a position that it wants the corridor improved. However, improvements may be difficult to achieve due to steep cut rock slopes and the proximity of the Smith River; as well as environmental concerns including the valuable Smith River Canyon scenic resource.

In Caltrans' "DN-197/199 Route Review Task Force Report: April 27, 2001", four improvements are recommended which could make the highway safer for trucks. These improvements are detailed in Table 4-1.

For the problems in the Smith River Canyon, on Highway 199, Caltrans has also suggested the following possible operational improvements, in addition to, or in place of the road reconstruction projects discussed above:

- Utilizing Intelligent Transportation Systems such as flashing beacons that are automatically activated by the extra-legal load in the areas that have sub-standard width to warn oncoming traffic.
- Installing signals at the narrow locations that can be activated when a large load needs to traverse the area.

- Require an Encroachment Permit from Caltrans for the movement of large trucks. This allows the hauler to provide traffic control and stop the oncoming traffic while the truck transits the narrow portion of the route.

4F. TELE-TRANSPORTATION & PIPELINE TRANSMISSION

TELE-TRANSPORTATION

LTCO supports the development of tele-transportation as a viable mode of transportation, capable of reducing vehicular trips, and providing Del Norte residents, businesses and public institutions with access to tele-transportation opportunities. At the present time, wireless internet is the only option for businesses in the County that want to begin to employ broadband data services. Moreover, the service area for broadband services is limited to the Crescent City area. LTCO identified the following existing and future transportation need with regard to tele-transportation:

- Improvement of the County-wide telecommunications infrastructure that would facilitate the offering of more telecommunications services, which would be the foundation for tele-transportation and improve the climate for local business.

PIPELINE TRANSMISSION

The City of Crescent City is completing expansion of its water transmission and distribution system to meet current water demand. This expansion project increases the system's capacity to 7.13 mgd (million gallons per day). All new project pipelines have been installed; the City is currently installing a new storage tank. After this tank is installed, the project will be complete.

4G. TRANSPORTATION SYSTEM MANAGEMENT

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

ITS integrates computerized, electronic, and communication technologies and strategies to improve circulation. ITS has the potential to:

- reduce traffic congestion,
- improve traveler mobility,
- collect and disseminate real-time traveler information,
- reduce costs, and
- improve the operation and efficiency of the transportation network

Implementation of ITS, with its emphasis on improving traveler mobility, has become a priority for the U.S. Department of Transportation.

The Federal Highway Administration (FHWA) asks that, in preparation of a project with an Intelligent Transportation Systems (ITS) component, acceptance of an ITS Regional Architecture be stated in the RTP. LTCO participated in the Rural California/Oregon Advanced Transportation Systems (COATS) ITS Strategic Deployment Plan and regional ITS architecture. LTCO accepts the Rural COATS regional architecture as the common structure for development of ITS throughout Del Norte County. As ITS is implemented, a process will be established within our region, in partnership with the California Department of Transportation and other stakeholders, to maintain the regional ITS architecture. All ITS projects funded with highway trust funds will be based on a systems engineering analysis.

The key elements of ITS identified for rural areas are:

- Traveler safety and security technologies;
- Emergency services;
- Fleet operations and maintenance;
- Public traveler and mobility services;
- Roadway operations and maintenance technologies;
- Tourism and travel information; and
- Commercial vehicle systems.

Caltrans operates a system of changeable message signs, and has a website where up-to-date travel informational bulletins can be accessed. Efforts to expand and enhance broadcast of real time information to the public are supported by LTCO.

Recent studies of ITS by transit operators in other rural areas have found that ITS can provide a number of specific transit-related benefits such as promoting ridership, increasing operational efficiency, and improving response to transit service disruptions. Examples of actions include the following:

- Continuous monitoring of the location and dispatch of buses using automatic vehicle location technology based on geographic positioning satellite (GPS) technology and computer-aided dispatch;
- Use of on-board security cameras to maintain the safety of passengers.
- Real-time bus arrival and departure information; and
- Utilization of transit signal priority (TSP) to promote ridership and improve transit schedule adherence.

In California, Caltrans' New Technology and Research Program has led an effort to develop ITS Strategic Deployment Plans throughout the State. Objectives of these deployment plans include:

- Enhance travel safety across the region
- Enhance the efficiency and effectiveness of the region's transportation system
- Support the local and regional economy
- Enhance and preserve community values

The Service Authority for Freeway Emergencies (SAFE) call box program is an ITS measure. Existing and proposed call box locations are shown in Figure 4-7. Other ITS measures that may have application in Del Norte County to help manage the transportation system in the future are described below.

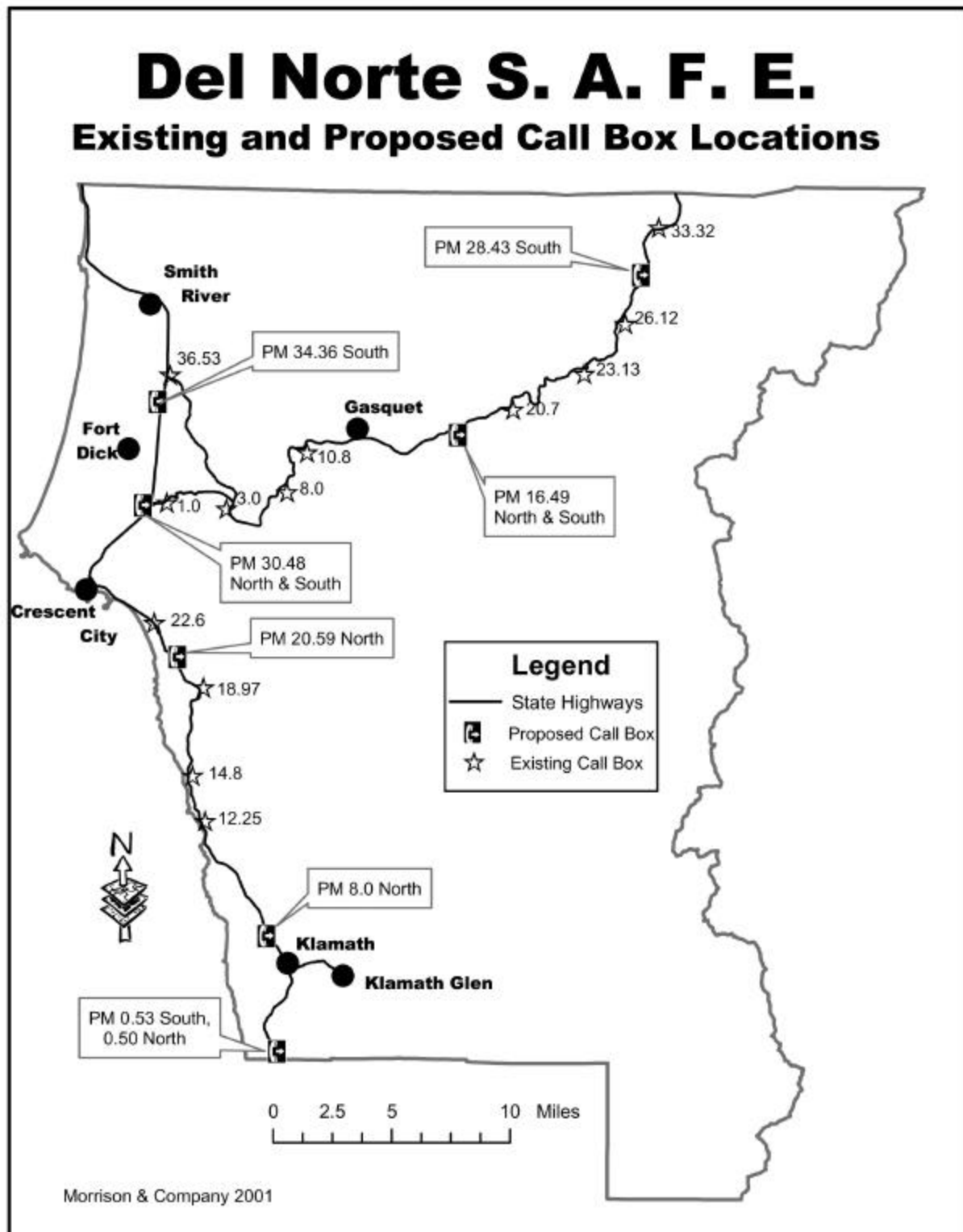
Signal Coordination. Traffic control coordination aims at optimizing demand with capacity within a roadway network. Automated traffic signals, which synchronize with other signals within a network, may be utilized in congested areas such as Crescent City to improve traffic flow. Signal coordination can optimize individual intersection operation by decreasing travel times, vehicle stops, and delays. It can also encourage uniform vehicle speeds and utilization of signalized arterial routes.

Special Event Traffic Control. Traffic control for special events such as the Del Norte 4th of July, can be handled efficiently with dynamic message signs, portable changeable message signs, video surveillance, and traffic signal re-timing on key routes and intersections. Real-time information can also be disseminated via the media and Internet.

Transit Signal Priority (TSP). Traffic signal operation can be controlled to give priority to transit vehicles. Cycle length and green times may vary through the use of detector actuators, which respond to traffic demand. Buses occupying a bus lane may be given preference over the other traffic lanes. With the use of TSP, transit buses can operate more efficiently and schedules can be maintained, thus reducing delay time. A traffic signal prioritization system for buses has successfully been used, for example, in Portland, Oregon where travel times have been cut by five to eight-percent.¹ This system can extend the traffic signal green time for bus routes, within pre-defined parameters. They are not able to take over complete control of the traffic signal, as with emergency vehicle pre-emption systems. However, the priority system may increase traffic delays.

¹ *Intelligent Transportation Systems: Real World Benefits*. U.S Department of Transportation, Federal Highway Administration, January 1998. p. 11.

Figure 4.7



Traffic Signal Pre-emption. Traffic signals may also have pre-emption components. This feature would, for example, enable an emergency vehicle to trigger a change in the signal to provide green time to the affected route as an emergency response vehicle nears the intersection. By using this ITS component, cross street traffic would be stopped by the traffic signal instead of reacting solely to an emergency vehicle entering the intersection. Pre-emption may allow emergency vehicles to arrive at the scene more quickly therefore saving critical time as well as increasing safety at the intersection.

Automatic Passenger Counters. Data is collected on passenger boarding and alighting through the use of infrared beams, sensor mats or other sensor devices. Information regarding the time, location, and usage can be used for planning purposes as well as justifying a traffic signal prioritization option based on occupancy.

Demand-Responsive Transit. Responding to increased demand on the transit system in a more timely and personal manner will increase ridership, improve service, and increase user satisfaction with the transit system. The demand on the transit system can be electronically monitored and the transit dispatch center can be automatically alerted to the need for additional services.

Expanded Cell Phone Coverage. The installation of additional cell phone signal repeaters within the County are needed due to the numerous “dead spots” that exist as a result of the terrain and topography. The ability to make cell phone calls, particularly to report and assist with emergencies is an important safety concern. Additional repeater locations will improve the overall functions of the transportation system.

4H. RECREATIONAL TRAVEL

The California Department of Parks and Recreation maintains approximately 27 miles of state park roads in Del Norte County; seven miles or road are paved, the rest are gravel roads.

During the public review period of the Del Norte County General Plan update, one need identified was for enhanced recreational opportunities such as bike paths and boardwalks in the Smith River and Lake Earl area. The County has bicycle and public access plans providing for various bike routes and public access in the Smith River and Fort Dick areas. Provision of facilities immediately adjacent to Smith River or Lake Earl are outside the County’s jurisdiction as that land is either owned by the State, or conflicts with private and agricultural holdings.

The need for providing more frequent parking areas and rest stops along the highways should also be assessed.

4I. INTEGRATED LAND USE, AIR QUALITY, & TRANSPORTATION PLANNING

Integrating land use, air quality, and transportation planning can help balance future growth in the Del Norte region. LTCO supports growth that fits with the goals and policies of the County and City General Plans and the North Coast Unified Air Quality Management District's Particulate Matter (PM10) Attainment Plan.

Integrating land use, air quality, and transportation planning can address the following needs:

Maintain air quality:

- Consider air quality when planning the land uses and transportation systems to accommodate the expected growth in the county.
- County and City transportation improvement projects to be included in regional transportation plans should be consistent with the air quality goals and policies in the NCUAQMD Plan and relevant General Plan.
- Encourage compatible mixed land uses that provide local services to neighborhoods and thereby reduce vehicular movement.

Effective, efficient transportation modes:

- Encourage project sites to be designed to increase the convenience, safety, and comfort of people using public transportation, walking, or cycling.

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5. POLICY ELEMENT

California state statutes require that each RTP shall (Government Code 65080 (b)) include a Policy Element that:

- (1) Describes the transportation issues in the region;
- (2) Identifies and quantifies regional needs expressed within both a short and long-range framework; and
- (3) Maintains internal consistency with the Financial Element fund estimates.

The purpose of the Policy Element is to provide direction on regional transportation issues, address legislative, planning, financial, and institutional requirements, and identify related issues (e.g. land use policies). The Policy Element guides decision-making and RTP implementation.

The Policy Element serves as both an internal guide and an external resource for LTCO entities, and associated agencies and governments in Del Norte County. Internally, creation and implementation of the Policy Element provides opportunities for multi-agency and inter-governmental input. The Policy Element also serves as an external resource for promoting consistency in decisions among state, regional, and local agencies and governments, including: transit agencies, congestion management agencies, Employment Development Departments, the California Highway Patrol, private industry councils, and tribal governments. The Policy Element is required to have the following three components:

- Goals:** Goals are end results toward which effort is directed. They are expressed in general terms and are timeless.
- Policies:** Policies are direction statements that guide future decisions with specific actions.
- Objectives:** Objectives are the results to be achieved by an identified point in time. They are capable of being quantified and realistically attained considering probable funding and political constraints.

Objectives are linked to implementation goals. Each objective is drafted to be consistent with the needs identified in the RTP, as a means to strengthen statewide system planning and ultimate project implementation linkage.

GOALS, POLICIES, AND OBJECTIVES

It is the intent of the LTCO to maintain a Regional Transportation Plan that serves the needs of the Del Norte region, meets legislative requirements, and conforms to guidelines established by the California Transportation Commission. The LTCO has established the following goals, policies, and objectives to guide transportation development in the region:

The overall goal of the Regional Transportation Plan for Del Norte County is:

GOAL: *The Del Norte Local Transportation Commission (LTCO) will promote a coordinated and balanced regional transportation system in Del Norte County considering all modes of transportation and available funding.*

5A. PUBLIC TRANSPORTATION

GOAL: *Support the provision of transit services for the general public and the transportation disadvantaged in Del Norte County to the extent that resources are available and the services are reasonably cost effective.*

5A.1 POLICY: *The LTCO will annually evaluate transit needs and determine if there are "unmet transit needs that are reasonable to meet."*

OBJECTIVE 1: Analyze the existing Del Norte public transit system in its entirety by updating the Transit Development Plan at least every five years.

OBJECTIVE 2: Consult with the Social Services Transportation Advisory Council (SSTAC) for input on transit matters on a quarterly basis.

OBJECTIVE 3: Conduct an annual needs assessment and document findings in a needs report.

OBJECTIVE 4: Hold an annual public hearing to obtain comments on any unmet transit needs that may exist and that may be reasonable to meet according to the definitions given in Chapter 4 of this document.

OBJECTIVE 5: After the public hearing has been held, adopt by resolution a finding for the jurisdiction that either (1) there are no unmet transit needs, (2) there are no unmet transit needs that are reasonable to meet, or (3) there are unmet transit needs, including needs that are reasonable to meet.

5A.2 POLICY: *The LTCO encourages the planning and provision of effective public transportation services through the coordination and, where feasible, the consolidation of public, private, and social service agency transit services.*

OBJECTIVE 1: Encourage private enterprise to provide, when feasible, public transit services needed by Del Norte County residents, such as, contract services for dial-a-ride, recreational tours, etc.

OBJECTIVE 2: Support the continuation of transportation programs for the elderly and handicapped provided by social service agencies. Support the coordination of programs so they do not duplicate public services.

OBJECTIVE 3: Evaluate the potential of the Consolidated Transportation Service Agency to provide expanded transportation services for area senior and disabled populations.

OBJECTIVE 4: Analyze the fixed route/dial-a-ride service combination on an annual basis, and develop improvement recommendations based on needs identified in that analysis.

5A.3 POLICY: *The LTCO supports planning, providing, and operating cost-effective transit services based on up-to-date transit service plans and evaluations.*

OBJECTIVE 1: Require quarterly public transit service evaluations for all LTCO-subsidized services.

OBJECTIVE 2: Support the continued implementation of the recommendations contained in the Transportation Development Plan, Del Norte Transit Plan–2000, and the Comprehensive Transit Service Plan. .

OBJECTIVE 3: Achieve and maintain at least a 10 percent fare box recovery ratio for fixed-route transit service.

5A.4 POLICY: *In conjunction with the City of Crescent City and Del Norte County, consider the transportation needs of senior, disabled, low-income, and transit-dependent persons in making decisions regarding public transportation services and in compliance with the Americans with Disabilities Act .(Supports County Draft General Plan policies 3.B.3. and 8.C.3.)*

OBJECTIVE 1: Conduct an annual rider survey to determine the needs of senior, disabled, low-income, and transit-dependent persons.

5A.5 POLICY: *Pursue all available sources of transit funding for transit services. (Supports County Draft General Plan policies 3.B.2. and 8.C.2.)*

OBJECTIVE 1: Prioritize transit service needs and develop a schedule for meeting those needs through funding sources.

5A.6 POLICY: *Give highest priority for public transit facilities and services to areas of high intensity use and/or focused commuter-employment areas. (Supports County Draft General Plan policies 3.B.5. and 8.C.5.)*

OBJECTIVE 1: Improve transit services between employment centers and highest density residential areas. Expand geographic service area and extend service hours as needed to cost effectively serve transit riders.

5B. NON-MOTORIZED TRANSPORTATION (PEDESTRIAN AND BICYCLE)

GOAL: *Support the use of non-motorized modes of transportation and improvement of transportation facilities to accommodate their use.*

5B.1 POLICY: *Promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provides connections between the region's major recreation, employment, commercial, and housing areas and between its existing and planned bikeways. (Supports City General Plan policy 3.C.2. and County Draft General Plan policy 8.E.5)*

OBJECTIVE 1: In conjunction with the City and County, update the *Del Norte County and Crescent City Bicycle Facilities Plan* on a bi-annual basis.

OBJECTIVE 2: Encourage the City and the County to implement the recommendations contained in the adopted *Del Norte County and Crescent City Bicycle Facilities Plan*.

OBJECTIVE 3: Encourage the City and the County to provide bicycle parking facilities at recommended sites addressed in the adopted *Del Norte County and Crescent City Bicycle Facilities Plan*.

OBJECTIVE 3: Encourage the City and County, as a safety measure, to sweep bikeways addressed in the adopted *Del Norte County and Crescent City Bicycle Facilities Plan* on a regular basis.

5B.2 POLICY: *LTCO supports the construction of both pedestrian and bicycle facilities that improve connectivity and circulation.*

OBJECTIVE 1: Support Caltrans' development of multi-use shoulders on state highways to accommodate non-motorized traffic, including recreation/tour travel bicycle routes.

OBJECTIVE 2: Support the development of sidewalks, walkways, and bike and pedestrian trails that lead to and through outdoor recreational areas such as parks and schools, as well as commercial areas. (Supports City General Plan policy 3.C.1. and County Draft General Plan policy 8.E.3.)

5B.3 POLICY: *The LTCO promotes non-motorized facility improvements that increase convenience and safety.*

OBJECTIVE 1: Plan for the extension of sidewalks, trails, and walking facilities throughout the urban areas to facilitate convenient and safe pedestrian movement.

OBJECTIVE 2: Plan for pedestrian walkways that are separated, safe, and protected from automobile traffic. (Supports City General Plan policy 3.D.2. and County Draft General Plan policy 8.E.2.)

OBJECTIVE 3: Coordinate with interested agencies to pursue available sources of funding for the development and improvement of trails for non-motorized transportation. (Supports City General Plan policies 3.C.6. and 3.D.5., and County Draft General Plan policy 8.E.8.)

OBJECTIVE 4: Conduct a study of the urban area that assesses the adequacy of sidewalks and trail facilities, and provides a walkway and trail plan. (Supports City and County General Plan implementation plan 8.5.)

5B.4 POLICY: *The LTCO promotes non-motorized facility improvements that meet the needs of seniors, children, low-income, and disabled users.*

OBJECTIVE 1: Coordinate with local school districts to assure that safe routes to schools are available to all students. (Supports City General Plan policy 3.D.3 and County Draft General Plan policy 8.E.4.)

OBJECTIVE 2: Promote sidewalk improvements that include wheelchair-accessible radius curb cuts in the greater Crescent City area in order to comply with the Americans with Disabilities Act.

OBJECTIVE 3: Support City General Plan policy 3.D.6. and County Draft General Plan policy 8.E.10. requiring developers to finance and install ADA accessible pedestrian walkways for all new development projects in urban areas.

OBJECTIVE 4: Promote pedestrian facility improvements that connect residential areas and public facilities to public transit stops.

5B.5 POLICY: *The LTCO encourages assessing recreational needs as part of a strategy to secure funding for non-motorized recreational facilities.*

OBJECTIVE 1: Conduct periodic surveys of recreational travel demand. Identify non-motorized recreational facilities, especially those linking population areas to recreational resources, that would meet that demand and state and federal funding sources to finance their construction.

OBJECTIVE 2: Support development of the Hobbs Wall Trail as a Crescent City to Redwood National Park recreation/ non-motorized travel link, as well as future connections to other trails and recreation areas.

5B-6 POLICY: *Encourage the creation of safe, clean, and pedestrian-friendly business, commercial, and outdoor areas.*

Objective 1: Support projects that create compact, pedestrian-oriented commercial areas that include well-lighted pedestrian environments and pedestrian-friendly public spaces.

Objective 2: Whenever feasible, allocate funding for streetscape elements such as planter boxes, seating, and attractive/functional lighting and street signs

Objective 3. Support roadway improvement projects that include widening of sidewalks (extending the curb line by the approximate width of a parked car).

5C. AVIATION

GOAL: *Support maintenance and improvement of the existing airport facilities to meet the needs of Del Norte County residents for commercial and general aviation.*

5C.1 POLICY: *The LTCO supports increasing public air service, to northerly and southerly connections, through maximizing the potential of the County's airports.*

OBJECTIVE 1: Support City General Plan policy 3.E.2 and County Draft General Plan policy 8.F.5. that Del Norte County shall continue to maintain and improve navigational aids at McNamara Field to assure the reliability and safety of service.

OBJECTIVE 2: Support City General Plan policy 3.E.1 and County Draft General Plan policy 8.F.3. that Del Norte County shall continue to provide commercial and recreational hangars for the storage of aircraft based at McNamara Field.

OBJECTIVE 3: Support City General Plan policy 3.E.5 and County Draft General Plan policy 8.F.9. that the county shall continue to maintain a list of improvements and construction projects to be accomplished at McNamara Field.

OBJECTIVE 4: Coordinate with the County to investigate the use of noise-reducing flight procedures for airplanes and helicopters, such as maintaining minimum flight altitudes, using less noise sensitive flight paths, or flying during less sensitive hours. (Supports City General Plan policy 7.H.8.)

OBJECTIVE 5: Consider investigating the possibility of a prop-jet air corridor. (Supports City General Plan policy 7.H.18.)

5C.2 POLICY: *The LTCO supports the continuation of subsidies to air carriers serving Del Norte County.*

5C.3 POLICY: *The LTCO supports land uses and services surrounding airports that are compatible with airport activities.*

OBJECTIVE 1: Encourage the City and County to develop and apply zoning code and land use policy that will facilitate future development at the airports.

OBJECTIVE 2: Support City General Plan policy 3.E.3 and County Draft General Plan policy 8.F.4. to designate land adjacent to McNamara Field for airfield-dependent development.

OBJECTIVE 3: Support City General Plan policy 3.E.4 and County Draft General Plan policy 8.F.7. to provide that land uses in the vicinity of McNamara Field's approach and take-off zones are restricted to the lowest possible densities and development intensities.

5D. HIGHWAYS/STREETS/ROADS

GOAL: *Support maintenance and improvement of the highway, roadway, and street system to adequately meet local, regional and interregional transportation needs.*

5D.1 POLICY: *The LTCO actively encourages new facility and operational improvement projects that focus on maintaining and upgrading the region's existing transportation routes.*

OBJECTIVE 1: Develop and submit the Regional Transportation Improvement Program (RTIP) and provide comments as appropriate to Caltrans and the California Transportation Commission to reflect regional priorities and needs.

OBJECTIVE 2: Support the designation of segments of Route 101, Route 199, and Route 197 as included in the Federal Scenic Highway Program at the time that a method for de-designation is available.

5D.2 POLICY: *The LTCO supports the operation of the Service Authority for Freeway Emergencies (SAFE) Call Box System.*

OBJECTIVE 1: Install 10 additional SAFE call boxes to bring the total to 23.

5D.3 POLICY: *The LTCO supports planning for and implementation of operational and safety improvements to state highways. Specifically, LTCO encourages monitoring of critical locations and development of responsive operational/safety improvements as appropriate.*

OBJECTIVE 1: Support planning for and implementation of improvements necessary to upgrade highways 197 and 199 from "Red Route" to "Brown Route" status and eventually to STAA Route status.

OBJECTIVE 2: Participate in planning efforts to identify improvements necessary to upgrade highways 197 and 199 to "Brown Route" and STAA Route status.

5D.4 POLICY: *The LTCO supports the continued maintenance and improvement of the local road system, with particular emphasis on those roads functionally classified as arterials or collectors.*

OBJECTIVE 1: Support the rehabilitation, reconstruction, and continued development of key arterials and collectors to address ongoing safety concerns and to facilitate the movement of people and goods.

OBJECTIVE 2: Encourage the City, County, and Harbor District to develop, at a minimum, five-year programs for maintenance, rehabilitation, and improvement of their road systems.

OBJECTIVE 3: Encourage local entities to consider developer participation in roadway improvement projects as a means of mitigating the circulation impacts of new development.

5D.5 POLICY: *The LTCO supports corridor preservation for highways and intermodal corridors such as bikeways and pedestrian trails.*

OBJECTIVE 1: Review potential corridors, as identified, and provide comments, as appropriate, to the County of Del Norte, the City of Crescent City, and Caltrans to reflect regional and statewide priorities for long-term right of way protection.

OBJECTIVE 2: Pursue the use of Rural Planning Assistance funds, Regional Improvement Program funds and other available funding sources, when feasible, to complete corridor studies.

5D.6 POLICY: *Develop facilities for improved access into the county via Highways 101 and 199. (Supports City General Plan policy 3.A.21 and County Draft General Plan policy 8.A3.)*

OBJECTIVE 1: In conjunction with the City, County, and Caltrans, develop a 20-year highway route concept plan which includes a Highway 101 Access Plan addressing continuation, upgrade, and safety improvements of at-grade road intersections. (Supports County Draft General Plan policies 8A.9, 10, and 12; also supported by Caltrans.)

5E. GOODS MOVEMENT (MARITIME & TRUCK)

GOAL: *Support the development of county truck and freight routes and the Crescent City Harbor to accommodate goods movement.*

MARITIME

5E.1 POLICY: *The LTCO encourages agencies responsible for the harbor and its development to consider the needs of the users when improving the facilities.*

OBJECTIVE 1: Encourage the Harbor District, City, and County to plan and coordinate the overall development of the Harbor and adjacent land.

OBJECTIVE 2: Encourage the Harbor District to pursue development that satisfies commercial, recreational and public demands.

OBJECTIVE 3: Support funding for Crescent City Harbor improvements, as well as funding for port development in Northern California.

OBJECTIVE 4: Support City General Plan policy 3.F.1. and County Draft General Plan policy 8.G.1. that the city and county shall continue to work with the Harbor District in support of the maintenance and dredging at approved locations of the harbor to provide boat access for commercial and recreational boating.

5E.2 POLICY: *Encourage planning that anticipates and meets future needs for Crescent City Harbor service and facilities.*

OBJECTIVE 1: Coordinate with the Crescent City Harbor District to identify and plan for areas of service and facility unmet demands.

TRUCK

5E.3 POLICY: *The LTCO encourages Caltrans to consider the needs of local shippers and those businesses that move freight by truck when planning truck routes in and out of the County.*

OBJECTIVE 1: Coordinate with the Caltrans to identify and plan for truck route improvements as part of 197/199 Route Concept Reports.

5F. TELE - TRANSPORTATION & PIPELINE TRANSMISSION

GOAL: *Support tele-transportation as a mode of transportation that has significant potential to reduce trips, and improve underserved populations' access to public tele-transportation services.*

5F.1 POLICY: *The LTCO will support funding strategies that facilitate tele-transportation projects that provide trip reductions and increases in productivity.*

OBJECTIVE 1: In cooperation and coordination with the City of Crescent City and Del Norte County, support planning and capital development of local Internet, multimedia communications, and videoconferencing forms of transportation for individual and commercial use. (Supports City General Plan policy 3.G.3. and County General Plan Draft policy 8.H.3.)

5F.2 POLICY: *The LTCO will support the education of county and city governments, residents, businesses, and public agencies, regarding the benefits of tele-transportation as an alternative to traditional surface transportation methods.*

OBJECTIVE 1: Make available to county and city staff up-to-date information on tele-transportation services and opportunities in the region.

5F.3 POLICY: *Promote improvements and coordination in local tele-transportation infrastructure in order to provide residents, businesses, and public institutions access to tele-transportation opportunities.*

OBJECTIVE 1: Conduct research and planning to determine what local need or needs exist for improved tele-transportation services.

OBJECTIVE 2: Work towards obtaining regulatory approval from the California Public Utilities Commission for enhanced telecommunications services.

OBJECTIVE 3: Support City General Plan policy 3.G.1 and County Draft General Plan policy 8.H.1. to encourage development of the highest standard possible of broad band internet, multimedia communications, and videoconference facilities by local public utility providers, public agencies, quasi-public agencies, and the local business community.

5F.4 POLICY: *Preserve and maintain, as feasible, improvements and progress made to communications infrastructure, which serves as the foundation for tele-transportation.*

OBJECTIVE 1: Actively support continued access of a broadband connection to the World Wide Web and distribution of broadband Internet within the community.

OBJECTIVE 2: Actively support community access to full-motion video-conferencing equipment.

5F-5 POLICY: *Encourage the placement of new or relocated utility lines underground whenever feasible.*

OBJECTIVE 1: Support the City's policy requiring the placement of new or relocated utility lines underground whenever feasible. When undergrounding lines is not feasible, support the requirement that alignments not interfere with scenic resources.

OBJECTIVE 2: For projects to construct new and/or replace old major sewer and water pipes, encourage that new pipes be made of the strongest, most flexible materials available that are still economically feasible.

5G. TRANSPORTATION SYSTEM MANAGEMENT

GOAL: *Maximize the efficient use of multi-modal transportation facilities to: (1) reduce travel demand on the region's highway and roadway system; (2) reduce the amount of investment required in new or expanded facilities; and (3) reduce the quantity of emissions of pollutants from automobiles. [From the County's Draft General Plan: Transportation Control Measures – Goal 8.D.]*

5G.1 POLICY: *Support the implementation of transportation system management that utilizes low-cost improvements to enhance the operation of existing facilities or services.*

OBJECTIVE 1: Monitor and evaluate performance measures of the public transit services.

OBJECTIVE 2: Consider operational improvements to the highway system and makes recommendations to Caltrans.

5G.2 POLICY: *The LTCO shall encourage transportation improvements that ~~are~~ emphasize multi-modal transportation use and reduce single-occupancy vehicle use and dependency on the automobile.*

OBJECTIVE 1: Encourage the implementation of ridesharing and other trip reduction programs.

OBJECTIVE 2: Develop the Regional Transportation Plan and programs to direct automobile commute trips to transit, walking, bicycling and ridesharing. (Supports County Draft General Plan policy 8.D.2.)

OBJECTIVE 3: Encourage major traffic generators to develop and implement trip reduction measures. (Supports County Draft General Plan policy 8.D.4.)

5H. RECREATIONAL TRAVEL

GOAL: *To develop a system of interconnected pedestrian, equestrian, and bicycling trails and public transit suitable for active recreation and transportation*

5H-1 POLICY: Develop a system of interconnected pedestrian, equestrian, and bicycling trails, and public transit suitable for active recreation, transportation, and circulation. (Supports City and County General Plan goals 5.B. and 5.C. (draft) respectively.)

OBJECTIVE 1. Work with city, county, state, federal, and tribal governments to develop a countywide trail system designed to achieve the following objectives: travel by foot, horse, or bicycle; link community facilities (e.g. linking residential areas to local recreational areas) ...connect countywide trail system and regional trails; and provide for multiple uses (i.e. pedestrian, equestrian, bicycle). [City Gen. Plan policies 5.B.1, 2, and 3, and County draft Gen. Plan Policy 5.C.1]

OBJECTIVE 2: Participate with local entities and agencies to develop interconnection of pedestrian and bicycle trails between National Forest, Park, and Recreation Area lands, State Park lands, State highway, and County parks and trails. (Supports County Draft General Plan policy 3.J.2.)

OBJECTIVE 3: Coordinate with Redwood National and State Parks, local and state agencies, for the provision of connecting access to public lands, including trails, bicycle routes, and public transit. [County Draft GP Policy 5.B.36.]

OBJECTIVE 4. Coordinate with the County, City, and State, and encourage the participation of the Agricultural District, to develop hike/bike/horse trail access in the Elk Creek area. [County Draft GP Policy 5.B.24.]

OBJECTIVE 5: Support the development of parking areas near access hiking and equestrian trails. (Supports City GP policy 3.D.9.and County Draft GP policy 8.E.11).

5H-2 POLICY: *Support the continued development of day use, trail, recreational boating, and related visitor-serving uses at the Crescent City Harbor.*

OBJECTIVE 1: Coordinate and participate with the Harbor District, local, and state agencies for the provision of connecting access trails and Harbor facilities.

5I. INTEGRATED LAND USE, AIR QUALITY, & TRANSPORTATION PLANNING

GOAL: *To encourage development that makes efficient use of existing public resources.*

5I-A POLICY: *Encourage development that increases the convenience, safety, and comfort of people walking, cycling, or using public transportation. (Supports City General Plan policy 1.A.3 and County Draft General Plan policy 3.C.9.)*

5I-B POLICY: *Encourage planning and approving residential uses in those areas that are most accessible to school sites in order to enhance neighborhoods, minimize transportation requirements and costs, and minimize safety problems.*

5I-C POLICY: *Integrate land use, transportation, & air quality planning to make the most efficient use of public resources and to create a healthier environment. [County Draft General Plan Goal 3.C.]*

OBJECTIVE 1: Support City and County General Plan policies to allow infill, high density, and mixed-use development that increases provision of local services and reduces local dependency upon the automobile. (Supports City General Plan policy 1.I.2. and County Draft General Plan policies 3.C.4. and 3.C.7.)

OBJECTIVE 2. Support policies that encourage higher residential densities at locations where convenient access to parks and open space are readily available. (Supports City General Plan policy 1.F.3.)

OBJECTIVE 3. Encourage projects to develop pedestrian-oriented commercial uses, particularly at street level, along the Highway 101 urban corridor (Supports City General Plan policy 1.B.13.)

OBJECTIVE 4. Encourage project proponents to consult early in the planning process with the NCUAQMD regarding the applicability of transportation control measures (TCM) programs. (Supports City General Plan policy 6.E.5.)

OBJECTIVE 5. Ensure that all submittals of transportation improvement projects to be included in regional transportation plans (RTP, TRIP, CMP, etc.) are consistent with applicable NCUAQMD air quality goals and policies. (Supports County Draft General Plan policy 3.C.1.)

5I-D POLICY: *Support the development and maintenance of a system of scenic drives for the enjoyment of residents and visitors to Del Norte County.*

OBJECTIVE 1: Support signs limits and protect natural resources on scenic routes.

OBJECTIVE 2: Encourage transportation projects that provide public access to significant natural and cultural resources and scenic vistas via scenic routes, scenic highways, and scenic byways.

OBJECTIVE 3: Support developing major highway entrances as scenic corridors through the use of an architectural design theme, removal of overhead utilities, landscaping, and similar measures to improve the appearance of City entries.

6. ACTION ELEMENT

The Action Element sets forth a plan of action to address issues and needs identified in accordance with the RTP goals, objectives and policies. It identifies short-term (0-10 years) and long-term (11-20 years) transportation improvements for inclusion in the Regional Transportation Improvement Program (RTIP). The Action element includes a discussion on past accomplishments, the State and regional planning process, the program level “performance measures” selected to help prioritize projects, and the short-term and long-term improvements that were selected for each component of the transportation system.

PAST ACCOMPLISHMENTS

Comprehensive Public Transit Service Plan: --The LTCO completed this document in 1995. The plan focused on Redwood Coast Transit. It considered the adequacy of dial-a-ride and fixed route services, did a needs assessment, and recommended a marketing plan and a capital plan.

Del Norte County Transit Plan–2000: The LTCO completed the *Del Norte County Transit Plan–2000*. The plan recommended development of marketing opportunities to expand the public transit service; suggested considering modifications in service levels and expanding service to other parts of the county, depending upon demand and the cost of providing service. These issues were addressed by Redwood Coast Transit (RCT) and resulted in the development of a trial fixed route service targeting the greater Crescent City area. This service was made permanent in the spring of 2000 and additional evening service hours were added to that route in the summer of 2000.

Del Norte County and Crescent City Bicycle Facilities Plan: The Bicycle Facilities Plan was first adopted in 1997 and subsequently updated in 1999. The plan recommends improvements to the designated bikeway system. It includes a list of proposed improvements in the greater Crescent City area as well as outside of the incorporated city.

Washington Blvd and Northcrest Drive: Primarily due to their relative proximity to the Pelican Bay State Prison site, Washington Boulevard and Northcrest Drive experienced significant residential and commercial growth during the early 1990s. Improvements to Washington Boulevard were completed to accommodate activity centers in the Washington Boulevard and Northcrest Drive area. Commercial activities locating near Washington Boulevard included the Sutter Coast Hospital facility, a Wal-Mart, an ACE Hardware, and a small commercial center. Residential subdivisions were developed between Inyo Street and

El Monte Road. Bikeway routes were developed along Washington Boulevard and Northcrest Drive.

Within the city limits, a K-Mart was constructed on the corner of Highway 101 and Cooper Street. The nearby intersection of Highway 101 and Northcrest Drive was upgraded for the K-Mart store. The significant growth caused largely by the construction of Pelican Bay State Prison has leveled off in recent years.

In response to a variety of concerns, the LTCO programmed a STIP project in 1998 to modify the existing interchange at Washington Blvd./Highway 101. The STIP project was to both correct the circuitous southbound movement from Washington Blvd. onto Highway 101, and to provide a conventional northbound off-ramp from Highway 101. The project was a full diamond interchange that added a southbound on ramp and a northbound off-ramp. The cost of the project was approximately \$3.5 million.

In July of 2000, the LTCO voted to modify the project. The modified project is a three-legged interchange that corrects the circuitous southbound movement onto Highway 101 by providing a conventional southbound on-ramp. A northbound off-ramp will not be built as a part of this project. The project is in the current STIP and is scheduled for construction in 2003.

Elk Valley Road: In response to safety and circulation concerns, the LTCO programmed a STIP planning project for Elk Valley Road in 1998. This project, a corridor study/project study report was completed in the fall of 1999. The purpose of the planning work was to analyze existing and future traffic congestion and safety concerns on Elk Valley Road from U.S. 101 to Norris Ave. The existing road is a narrow two-lane road with minimal shoulders and open drainage ditches. Project alternatives and recommendations were presented to address identified problems. The Del Norte County Board of Supervisors approved the planning work and a recommended phased improvement scenario in the fall of 1999. This project is also programmed in the current STIP.

The LTCO approved an RTIP programming the first phase of the recommended improvement plan in December of 1999. The project provides funding for the reconstruction of Elk Valley Rd., from Highway 101 to Howland Hill Rd. This portion of the corridor will be reconstructed as a three-lane urban street (from a two lane rural roadway). It will include a center lane as a continuous turn lane, a class II bikeway, sidewalks and bus pullouts. The LTCO will consider RTIP funding for additional phases of the project as money becomes available.

Lake Earl Drive: In the 1991/92 Overall Work Program, the received a grant of State Discretionary funds for a study to review the problems of present and future congestion and safety at the intersection of Highway 101 and Lake Earl Drive (south of Dr. Fine Bridge). The study made recommendations regarding improvements in the vicinity of the intersection including widening and channelization to improve safety. This project is currently under construction and is scheduled for completion during September 2001.

Smith River Corridor: In the 1993/94 Overall Work Program, the LTCO received a grant that funded a study assessing present and future concerns at various intersections along Highway 101 in the Smith River corridor as well as general congestion and safety concerns in the same area. The study recommended that a Smith River Transportation Plan be developed and implemented. It was suggested that the plan become the blueprint for future transportation improvements in the area providing clarity for both residents and developers. The study also recommended that all future intersection improvements in the corridor be constructed to Caltrans standards, including acceleration lanes and turn pockets. The study is currently being updated.

Harbor and Downtown Area Connection: The LTCO has analyzed options to improve circulation between the harbor and downtown areas. The LTCO initiated a report analyzing the construction of a connection to the harbor area from Howe Drive. The proposed connection would reduce left-turn movements from Citizens Dock Road to Highway 101 and improve circulation between downtown Crescent City and the harbor. The analysis concluded that while the connection would certainly improve circulation and reduce turning movements, it may not be a cost-effective solution.

Recognizing the strong local support for the connection, the LTCO requested the City to continue to investigate the feasibility of such a connection. As a practical alternative, a pedestrian/bikeway across Elk Creek to connect the Harbor with Howe Drive was proposed as a component of the Harbor Development Plan. A Harbor Development Plan was completed through a grant received by the Del Norte Economic Development Corporation in 1995.

Del Norte Service Authority for Freeway Emergencies (SAFE) Call Box System Plan: The SAFE Call Box System Plan was developed in 1993/94 to address the need for remote access to the public safety system. The plan was developed in cooperation with North Coast Emergency Medical Services. Under the plan, the Del Norte SAFE was established and two call boxes were installed during fiscal year 1994/95. Eleven more call boxes were installed during fiscal year 1997/98. The implementation plan was recently updated and ten new call boxes will be installed in October 2001.

STATE AND REGIONAL PLANNING PROCESSES

The state and regional planning processes are defined by legislation on the federal and state level. In the past few years TEA-21 and SB 45 have had significant effects on the RTP planning process. Changes had included new requirements for: transportation planning; air quality conformity; project selection and delivery responsibility; development and implementation of transportation system performance measures; decision making; and the allocation of federal funds. In addition, the 1999 California Transportation Commission

(CTC) RTP Guidelines place significant emphasis on showing linkages between projects in the RTP and the state transportation planning process.

STATE PLANNING PROCESS

The State Transportation Improvement Program (STIP) consists of two broad programs, the IIP (Interregional Improvement Program) and the RIP (Regional Implementation Plan). The IIP is funded with 25 percent of the State Highway Account revenues programmed through the STIP. The STIP represents the largest share of state and federal transportation dollars, and has been significantly affected by SB 45. Under AB 2928, the 2002 STIP and future STIPs will cover 5-year periods. The RIP is funded from 75 percent of the STIP funds, divided by formula among fixed county shares. Each county selects the projects to be funded from its county share.

New STIP program funding is split: 75% of funds are divided by formula and passed on to regional transportation planning agencies for regional projects; 25% of funds go to Caltrans for interregional STIP projects. Interregional projects are nominated for programming by Caltrans in its Interregional Transportation Improvement Program (ITIP). Regional projects are nominated for programming by each regional transportation planning agency in its Regional Transportation Improvement Program (RTIP).

The RTIP is submitted biennially to the California Transportation Commission, which then must decide to either accept or reject the RTIP in its entirety. Approval requires, at a minimum, that the RTIP be consistent with the adopted Regional Transportation Plan and that proposed projects are consistent with the adopted STIP guidelines. If the RTIP is approved, it then becomes the region's adopted Regional Implementation Plan (RIP).

The STIP consists primarily of capacity-increasing projects. The RTIP portion may include projects on both state highways and local roads, but local road projects must be on primary roadways and must consist of at least significant road rehabilitation. RIP funds may not be used for road maintenance. The ITIP funds capacity-increasing projects on a statewide basis, including projects primarily outside of an urbanized area. ITIP projects are nominated by Caltrans and submitted to the CTC for inclusion in the STIP. The ITIP is updated every two years by the CTC.

State highway improvements of a non-capacity-increasing nature for rehabilitation, safety, or operational improvements are programmed through the State Highway Operation and Protection Program (SHOPP). SHOPP is administered by Caltrans.

In addition, Caltrans is also required to develop a California Transportation Plan (CTP). The CTP, which is currently being revised, will include a policy element describing state transportation policies and system performance objectives; a strategies element incorporating broad system concepts and strategies partially synthesized from the RTP; and

a recommendations element that includes economic forecasts and recommendations. The CTP is presented to the state legislature, and is ultimately submitted to the governor for approval.

REGIONAL PLANNING PROCESS

The Local Transportation Commission (LTCO) is designated as the Regional Transportation Planning Agency (RTPA) for Del Norte County. In compliance with State statutes, the LTCO is comprised of members appointed by the County Board of Supervisors and members appointed by the Crescent City City Council.

A primary responsibility of the LTCO is to adopt and update the RTP and RTIP in accordance with state law. The RTP and RTIP are developed to provide a clear vision of the regional transportation goals, objectives, and policies for the region. The vision must be realistic and be within fiscal constraints. The LTCO is also responsible, with Crescent City, Del Norte County, and Caltrans staff input, for determining the priorities for all proposed new transportation facilities and programs shown in the RTP.

Each fiscal year the LTCO approves the Overall Work Program (OWP). The OWP outlines the transportation planning work to be accomplished, including responsible agencies and funding, in order to ensure that an adequate and up-to-date RTP is maintained. The OWP must also be approved by Caltrans before State funds can be used for transportation planning studies, or administration.

ACTION ELEMENT ASSUMPTIONS

The RTP contains both policy and action direction for future transportation system improvements implementation. Although Del Norte County has experienced slow growth over the past decade there is still an existing backlog of “deferred maintenance” projects, due to the limited availability of funding.

The following assumptions are made which will affect transportation actions in the future:

- The population of Del Norte County will grow at approximately 1% percent annually.
- The automobile will continue to be the primary choice for travel by Del Norte County residents.
- Recreation-oriented travel will continue to affect State highways and major County roadways.
- Transit service demand will continue to grow, primarily due to the number of elderly, low income, and handicapped County residents.

- Local road maintenance will continue to be a major issue if a new source of maintenance funding is not identified.
- The available transportation financing for projects at the local, State and Federal levels will not keep pace with the needs of the County.
- Restrictions on large trucks will continue on Highways 197 and 199 until improvements needed to upgrade the route are implemented.

PROGRAM LEVEL PERFORMANCE MEASURES

As part of the RTP process, the CTC recommends that Regional Transportation Planning Agencies (RTPAs) identify outcome-based performance measures that will indicate if and how the region's program level transportation goals and policies are being met. Specifically, the performance measures should indicate how well the RTP's planned system improvements are achieving desired incomes, consistent with the RTP's goals, policies, and objectives.

The program level performance measures recommended for Del Norte County are shown in Table 6-1. Specific outcomes (e.g. acceptable LOS by 2010 on all regionally significant roadways; achieve and maintain at least a 10% fare box recovery ratio for fixed-route transit service) are based on the goals and objectives that are identified in the Policy Element and reflected in the project tables in this chapter, the Action Element.

6A. PUBLIC TRANSPORTATION

Public transportation in Del Norte County is provided by Redwood Coast Transit (RCT) and Coastline Enterprises/Del Norte Association for Developmental Services, which is Del Norte County's designated Consolidated Transportation Service Agency (CTSA). Additional interregional bus service is provided by Greyhound Bus Lines.

RESPONSIBLE AGENCIES

Crescent City and Del Norte County jointly operate Redwood Coast Transit (RCT). The service is currently provided by contracting with Paratransit Services, a private transit provider, working under a multi-year contract with RCT. RCT's services are funded primarily by Transportation Development Act (TDA) funds, State Transit Assistance (STA) funds, and farebox receipts. Other state and federal grant programs are used when possible.

The Consolidated Transportation Service Agency (CTSA) has been designated by the LTCO to provide transportation service for elderly and disabled persons as well as those with non-emergency medical needs. Most of these persons are clients of the Del Norte Senior Center and the Del Norte Association for Developmental Services. The CTSA annually claims Transportation Development Act funds under TDA Article 4.5, "Claim for Community Transit Services."

United Indian Health Services, a private, non-profit agency, provides a variety of transportation services for its clients.

SHORT-TERM PUBLIC TRANSPORTATION ACTIONS

The RTP contains policy that supports continued transit services to address transit needs in the region. Changes in service hours or service areas can be expected if farebox revenues from ridership increase and/or if funding for transit increases. However, due to the rural nature of the region, it is difficult to provide more than basic service to sparsely populated areas. Distances between destinations and relatively low ridership hinder the ability to provide transit to outlying areas.

The following describes general expectations for transit services in Del Norte County within the next five years:

Public Transit Services in the Crescent City and Unincorporated Areas: The RCT currently runs a fixed route service between Crescent City and the Klamath Glen/Requa area, which primarily serves employees of the Redwood National Park. However, a reduction in the number of Park employees and California Conservation Corps employees using the service may result in reduced service for this route.

The RCT proposes to extend bus service to include a Howland Hill fixed route within the 2001/02 fiscal year. This route would serve travel to and from the Cultural Center, South Beach, the Rancheria office and casino, and the Industrial Park. See Figure 6.1 for a map of the proposed Howland Hill fixed route.

Social Service Agency Transportation Services: The LTCO is supportive of the social service transportation services provided by the Consolidated Transportation Service Agency (CTSA) and where feasible, social service agencies are encouraged to continue to coordinate and to avoid duplication of social service transportation services.

Privately-Operated Transportation Services: The LTCO recognizes the contribution of the privately operated public transportation services to the region. Planning for private transportation providers is generally beyond the scope of the LTCO; however, the LTCO urges the private companies to consider the needs of Del Norte County residents when making decisions.

See Table 6-2 for a list of short term (2001-2010) transit projects.

LONG-TERM PUBLIC TRANSPORTATION ACTIONS

The *Del Norte County Transit Plan–2000* makes recommendations for a vehicle procurement plan. The procurement plan allows upgrading of the fleet , reducing the costs associated with older vehicles, increasing capacity, and improving accessibility. LTCO is implementing the plan with funds from old and new funding mechanisms such as the Clean Air and Transportation Improvement Act of 1990 (Proposition 116) program,

FTA Section 5310, TDA funds, and STIP funds. Most public transit funding now comes from other TEA-21 discretionary programs.

Development of a bus stop plan for the Crescent City fixed route was completed during the winter of 2000, and formally approved in the spring of 2000. In conjunction with a new capital reserve account developed with TDA funds for bus stops and signs, this plan forms part of the foundation for a permanent fixed route system in the greater Crescent City urban area.

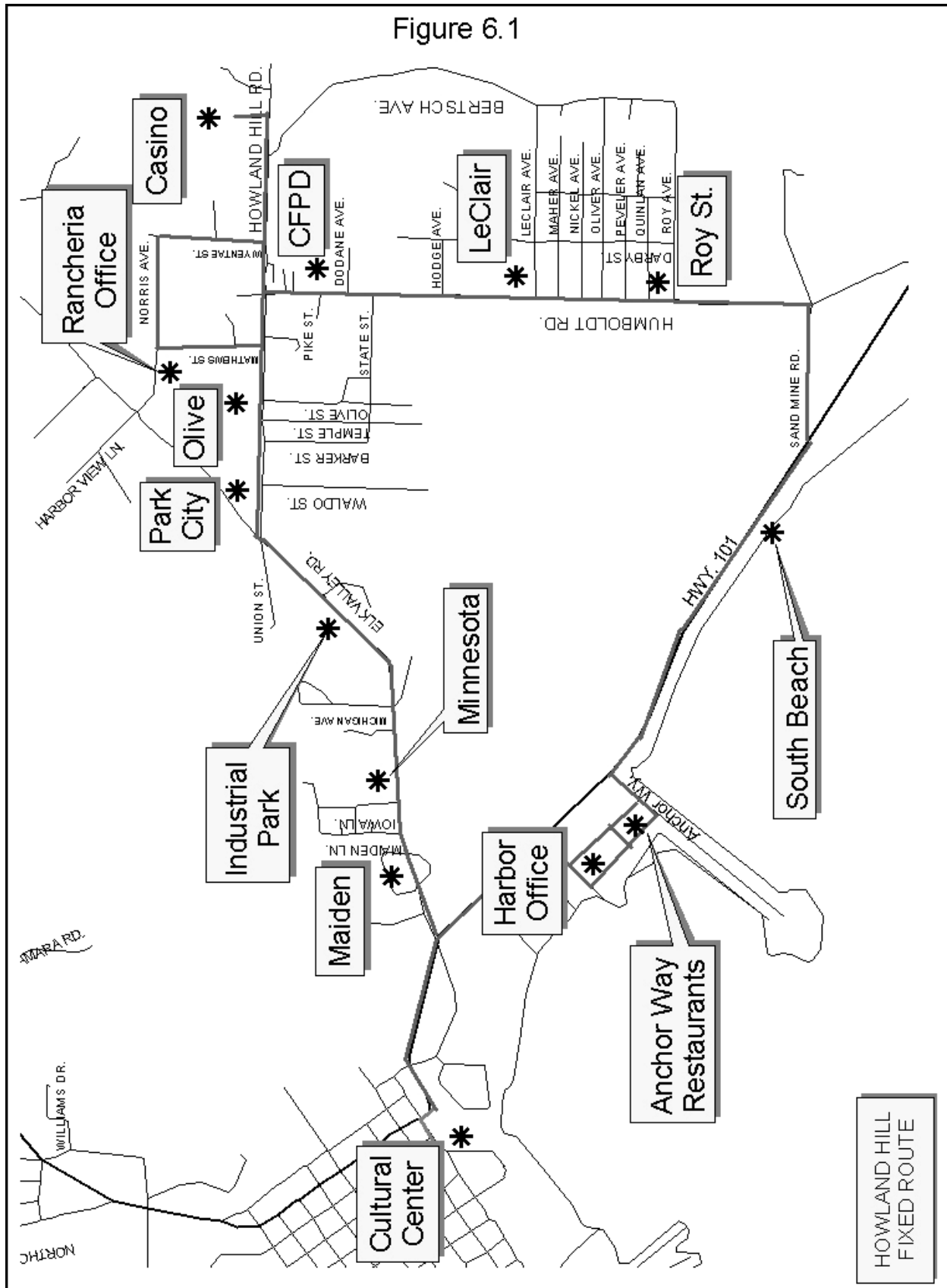


Table 6-2. Transit Projects List –Short Term (2001-2010)

PROJECT INFORMATION						PURPOSE OR NEED			
Priority	Funding Source	Route & Post Mile	DESCRIPTION	Cost in Current Dollars (1,000)	Construction Year	Congestion Relief	Safety	Multimodal	Rehabilitation
DEL NORTE COUNTY TRANSIT PROJECTS									
High	TDA/Bus, RSTP		Crescent City Route Bus Stops/Shelters	21	2001-02	X		X	
High	TDA/Bus, RSTP		Klamath/Howland Hill Stops/Shelters	105	2002-05	X		X	
Medium	Unknown		Maintenance Facility	unknown					
High	TDA		Buses (5)	275	various		X		
			Subtotal \$	=/> 401					
CRESCENT CITY TRANSIT PROJECTS									
High	TDA/Bus, RSTP	Greater Crescent City area	Stops/shelters – finish CC fixed route city portion (56,000 total balance)	35	2001-02	X		X	
High	TDA/Bus, RSTP	Greater Crescent City area	Stops/shelters Klamath/Howland Hill route (150,000 total)	45	2002-05	X		X	
Low		Regional	Improvements per Transit Plan of 2004		2004-13	X		X	
High	TDA/BUS	Regional	Transit Development Plan (10 year update)	15	2002-04			X	
			Subtotal \$	> 95					
			GRAND TOTAL \$	> 496					

The *Del Norte County Transit Plan–2000* recommended that the transit plan be updated every five years in order to provide the basis for provision of transit services in Del Norte County. Consultation regarding additional public transit planning is held with RCT and the contract operator at regularly scheduled transit operators meetings. Meetings are held approximately once each month. It is expected that an updated transit plan will be prepared in fiscal year 2001/02.

See Table 6-3 for a list of long-term transit improvement projects.

Table 6-3. Transit Projects List – Long Term (2010-2020)

PROJECT INFORMATION						PURPOSE OR NEED		
Priority	Funding Source	Description	Cost in Current Dollars (1,000)	Construction Year	Congestion Relief	Safety	Multimodal	Rehabilitation
DEL NORTE COUNTY TRANSIT PROJECTS								
High	TDA/Bus, RSTP	Changes from 2004 Transit Plan	unknown				X	
Low	TDA/Bus, RSTP	Changes from 2013 Transit Plan	unknown				X	
High	TDA	Buses (5)	unknown	unknown				
High	TDA/Bus	Transit Development Plan 10 year update	unknown	2012-13			X	
CRESCENT CITY TRANSIT PROJECTS								
	TDA/Bus, RSTP	System changes per plan of 2004	Unspecified				X	
	TDA/BU S RSTP	System changes per plan of 2013	Unspecified				X	

6B. NON-MOTORIZED TRANSPORTATION (BICYCLE & PEDESTRIAN)

For the purposes of the Regional Transportation Plan, the non-motorized section focuses on bicycle and pedestrian facilities. While these facilities often parallel each other, they are described separately here.

BICYCLE FACILITIES

The *Del Norte County and Crescent City Bicycle Facilities Plan* recommends improvements to the designated bikeway system. Implementation of the proposed improvements will be dependent upon the availability of funding and competing priorities. In addition to the improvements proposed, Del Norte County and Crescent City both encourage regular maintenance of bikeways.

SHORT-TERM BICYCLE FACILITIES

Due to limited resources and because of other competing commitments, non-motorized improvements in Del Norte County will be somewhat limited. The LTCO does, however, reserve 2% of the remaining money in the Transportation Development Act fund annually for allocations to pedestrian and bicycle projects for the exclusive use of pedestrians and bicycles. The LTCO also partners with local agencies in applications for discretionary funding whenever possible.

Del Norte County: The Bicycle Facilities Plan, which was adopted in 1997 and updated in 1999, includes a long list of proposed improvements in the county outside of the incorporated city. A number of these have been approved by the County and have had funding allocated. Highest priority projects are those listed for implementation prior to 2005. These include the construction of the Hobbs Wall Trail, and a design study for Pebble Beach Road bikeway. Table 6-4 shows the short term projects list for bicycle and pedestrian facility improvements.

While all of the recommended bicycle projects are important, the LTCO recognizes that not all can be funded at once. The y will follow the implementation schedule developed in the bike plan to facilitate construction of projects as funds permit.

Crescent City and Vicinity: The updated Bicycle Facilities Plan identifies short-term bikeway improvements for the greater Crescent City area. These include construction of the Coastal Trail, improvements on Second Street from Hobbs Wall to “K” Street, and on “K” Street from Front to Second Street (see Table 6-4). Other proposed improvements for Crescent City include the installation of bicycle parking racks at a number of key locations, as listed below. Bicycle routes in and around Crescent City are shown on Figures 4-1 and 4-2 in Chapter 4 (Needs Assessment).

Intergovernmental Projects:

The proposed **Hobbs Wall trail** would connect Crescent City with the Howland Hill entrance to Redwood National and Jedidiah Smith State Parks, through the Elk Valley. The long term planning for this trail includes a northerly connection that would link to the Del Norte County Fairgrounds and beyond. The proposed alignment of the Hobbs Wall Trail is shown in Figure 6-2.

The proposed **Coastal Trail** in the Crescent City area would follow the coastline, from Point St. George to the north to Enderts Beach to the South. There’s the potential for the trail to connect with the Redwood National and State Park Coastal Trail to the Klamath River. The proposed alignment through the Crescent City area is shown on Figure 6-3.

Figure 6.2

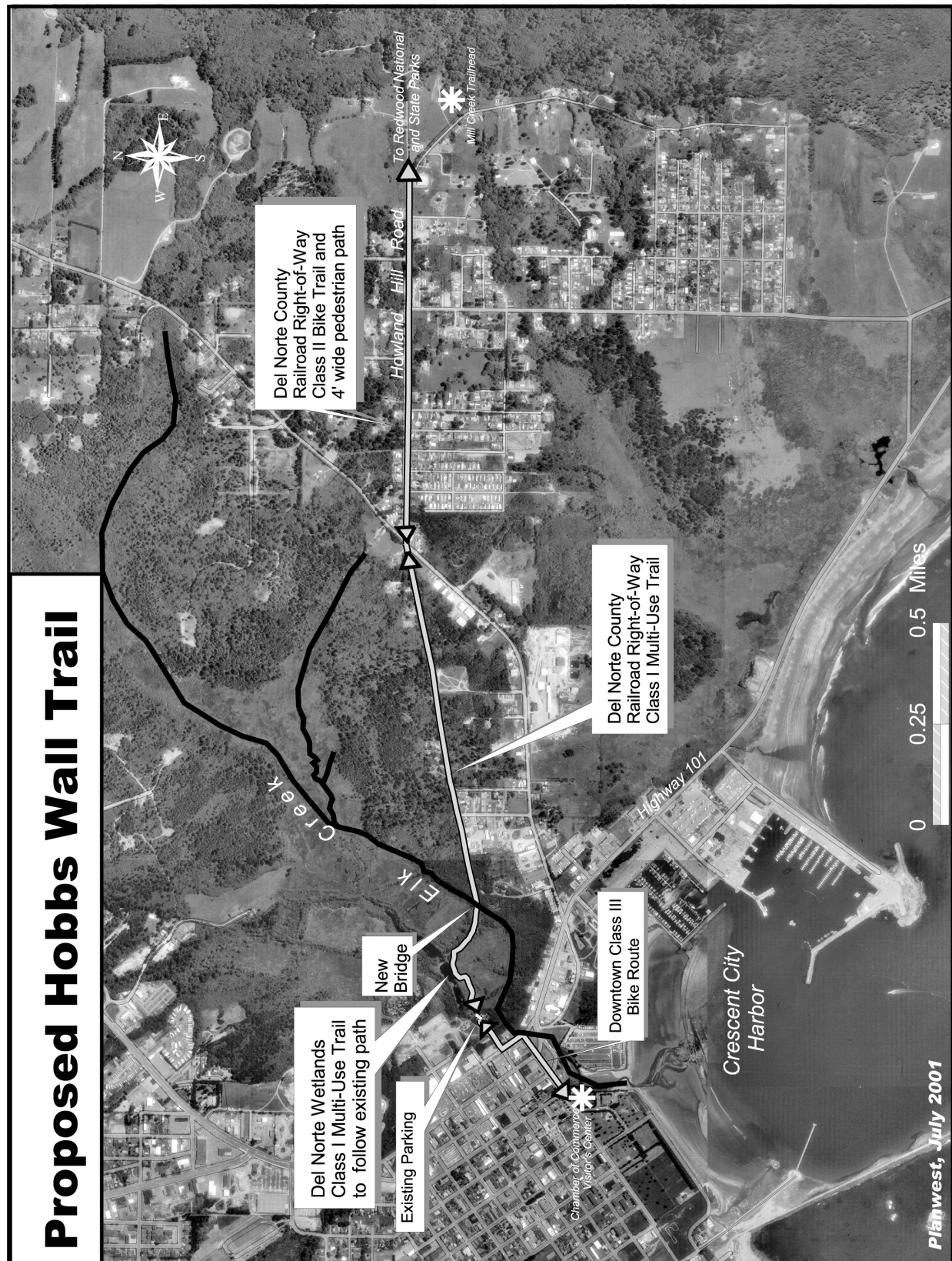


Figure 6.3



Bicycle parking facilities have been placed at a number of locations in the region. The City's bicycle implementation summary includes placing additional bicycle parking racks at the following locations:

Crescent City:

- Brother Jonathan Cemetery
- Vista Areas
- Beachfront Park Gazebo
- Highway 101 Shopping Center
- Jedediah Square
- City Hall
- Police Dept.
- Swimming Pool
- Beachfront Park
- Cultural Center
- Redwood National and State Park
- Del Norte County Solid Waste Management Authority (Front Street)
- Del Norte County Courthouse
- Caltrans Office (Hwy. 101 and Northcrest Dr.)

Del Norte County:

- Various locations

LONG-TERM BICYCLE FACILITIES

The City and County will next update the *Bicycle Facilities Plan* in 2002. The City and County will also collaborate on a bicycle trail map and bicycle facilities guide within the next few years. Specific long-term bicycle facility projects proposed by the City and County are given in Table 6-5.

PEDESTRIAN FACILITIES

A 1982 Pedestrian Study adopted by the LTCO made an inventory of the sidewalk network in Crescent City, evaluated the sidewalk loan program and recommended sidewalk and wheelchair-accessible curb cut sites. Ideally, all city streets should be bordered by sidewalks, especially those near schools, and all intersections should have wheelchair-accessible curb cuts. While much of this plan has been implemented, limited funding has not yet allowed its completion. The City's current policy is that any new sidewalk construction at intersections requires curb cuts.

Caltrans has started a new program for pedestrians, entitled the “Walkable Community Program.” The purpose of this program is to create a more pedestrian-friendly environment in communities where a state highway serves as the “main street.” In Crescent City, this includes bumpouts, landscaping, signs and utilities on Highway 101 in the Downtown Area, and paths, landscaping, utilities and signs in the Harbor Area.

The Social Services Transportation Advisory Council (SSTAC) has recommended a prioritized network of wheelchair-accessible curb cut sites in accordance with the Americans with Disabilities Act. The City continues to implement a network of wheelchair-accessible curb cuts within its boundaries. The County has been working to provide wheelchair-accessible curb cuts whenever constructing new curbs and gutters.

During fiscal year 1991/92, the Del Norte Unified School District recognized a need to establish an organization concerned with the safety of students en-route to and from school. A School Routes and Established School Crossings advisory committee was organized to review problems about school pedestrian safety on the approaches to local schools with the intent of guiding and coordinating activities connected with school traffic safety. The Del Norte County Unified School District Board of Directors adopted the School Routes and Established School Crossings plan.

LTCO supports the efforts made by the City, County, and School District to provide safe and adequate pedestrian mobility.

SHORT-TERM PEDESTRIAN FACILITIES

The County has programmed the construction of pedestrian facilities on Fred Haight Drive, Washington Blvd., Pacific Ave., Howland Hill Road, and Humboldt Road. The County has also programmed a Pedestrian Trail Plan for fiscal years 2003-05.

LONG-TERM PEDESTRIAN FACILITIES

The City has programmed a number of pedestrian improvements to the Downtown Area in the vicinity of Highway 101, such as bumpouts, landscaping, signs, and utilities. These are tentatively scheduled for 2008-12.

6C. AVIATION

The County's Planning Commission is the designated Airport Land Use Commission (ALUC) and is active when issues arise. An Aviation Advisory Committee meets on a monthly basis and refers issues to the Planning Commission or the Del Norte County Board of Supervisors as appropriate.

Short- and Long-Term Aviation Plans

LTCO produced an Interregional California Aviation System Plan (ICASP), which forecasts that aviation activity in the county will increase considerably by 2020. In order to meet present and future needs, LTCO recently adopted the goal of hiring a full time airport manager primarily serving Jack McNamara Field.

Table 6-6 shows aviation activity in Del Norte County. This information is taken from the ICASP plan.

Table 6-6. Del Norte County Aviation Activity (Historical and Projected)

Based Aircraft						
Airport	1995	2000	2005	2010	2015	2020
Jack McNamara Field	38	42	47	51	53	59
Ward Field	3	3	4	4	4	5
Andy McBeth Airport	1	1	1	1	1	2
Annual Aviation Operations Countywide						
All Airports	10,900	11,782	13,331	14,213	14,655	17,604
Projected Passenger Enplanements						
Jack McNamara Field		8,084	10,065	12,046	14,027	

Source: ICASP

A three-county California/Oregon task force has been established to identify opportunities for improving aviation service to the region. One of its specific goals is to establish regular air service between Crescent City, California and Medford, Oregon.

During fiscal year 2000/2001, Del Norte County, in cooperation with LTCO, developed an updated Ten Year Capital Improvement Plan (CIP) for Jack McNamara Field, Ward Field Airport, and Andy McBeth Field.

The CIP lists the following projects for Jack McNamara Field:

- New access road and auto parking lot
- New airline terminal building
- New tie down apron
- Tee hangar development area (60 hangars)
- Completion of boundary security fence
- Taxiway lighting for both taxiways
- Pavement Overlay for runways and taxiways
- Runway extension
- Construction of air cargo apron

The improvements listed for Andy McBeth Airport and Ward Field are much less extensive, as these two fields are primarily community general aviation airports. These two airports are expected to continue to serve general aviation needs and see possible expansion in the areas of tourism and training. Table 6-7 shows short-term aviation improvement projects; Table 6-8 shows long-term (10-year) aviation capital improvement projects.

Table 6-7. Del Norte County Aviation Capital Improvement Plan – Short Term (2002 to 2006)

PROJECT DESCRIPTION	FEDERAL FUNDS*	STATE FUNDS	LOCAL FUNDS	TOTAL COST	CONSTRUCTION YEAR	PURPOSE OR NEED			
						Congestion Relief	Safety	Multimodal	Rehabilitation
Ward Field Airport									
(by Funding Year in Priority Order)									
Update Airport Layout Plan	13,500	675	825	15,000	2002-04				
Slurry Seal Runway 6/24	380,813	19,040	23,272	423,125	2004-06		X		X
Obstruction Removal - Runway 6 & 24	48,600	2,430	2,970	54,000	2002-04		X		
Install Perimeter Fencing	139,680	6,984	8,536	155,200	2003-05		X		
Light Runway 6/24	195,750	9,788	11,962	217,500	2005-07		X		
Application Subtotal	\$778,343	\$38,917	\$47,565	\$864,825					
McBeth Field Airport									
Update Airport Layout Plan	13,500	675	825	15,000	2002-04				
Slurry Seal Runway 11/29	14,500	48,000	-	62,500	2002-03		X		X
Obstruction Removal - Runway 11 & 29	29,250	1,463	1,788	32,500	2006-07		X		
Install Perimeter Fencing	110,250	5,513	6,738	122,500	2004-06		X		
Application Subtotal	\$ 167,500	\$ 55,650	\$ 9,350	\$ 232,500					
McNamara Field Airport									
TO BE ADDED									
Application Subtotal									
TOTAL	\$	\$	\$	\$					

* 90% of eligible costs.

Table 6-8. Aviation 10-Year Capital Improvement Plan

ID #	PROJECT DESCRIPTION	COST	PURPOSE OR NEED			
			Congestion	Relief	Safety	Multimodal
McNamara Field - Crescent City						
DN-1-01	Airport parking ticket dispenser	\$ 20,000				
DN-1-02	Expand airline terminal building to 8,000 sf (Design and Analysis)	\$ 100,000		X		
DN-1-03	Install PAPI on RW 17	\$ 35,000				
DN-1-04	Airport rotating beacon and tower	\$ 25,000		X		
DN-1-05	Construct T-hangar, TW and site (Design phase)	\$ 20,000	X			
DN-1-06	Expand airline terminal bldg to 8,000 sf (Construction)	\$ 1,120,000	X			
DN-1-07	Obstruction removal	\$ 61,000		X		
DN-1-08	Envtl & devpt. analysis for future T-hangar & tie down	\$ 70,000	X			
DN-1-09	Construct tie down apron (12 aircraft)	\$ 137,000	X			
DN-1-10	Airfield fencing	\$ 497,700		X		
DN-1-11	Overlay access road and parking lot	\$ 100,000				X
DN-1-12	Overlay RW: 11/29 & 17/35, overlay TW: A and B	\$ 2,633,000		X		X
DN-1-13	Construct T-Hangar, TW and site (Construction phase)	\$ 87,000	X			
DN-1-14	Overlay T-Hangar TWs	\$ 84,000				X
DN-1-15	County wide CLUP	\$ 100,000				
DN-1-16	TW lighting	\$ 420,000		X		
Subtotal		\$ 5,509,700				
Ward Field - Gasquet						
DN-2-01	Obstruction removal RW 11	\$ 32,000		X		
DN-2-02	Obstruction removal RW 29	\$ 35,000		X		
DN-2-03	Slurry seal and patch RW	\$ 20,000		X		X
DN-2-04	Update RW 11/29 airfield marking to FAA standards	\$ 28,000		X		X
DN-2-05	Replace RW lights to meet FAR	\$ 127,000		X		X
DN-2-06	Fence	\$ 220,000		X		
Subtotal		\$ 462,000				
Andy McBeth Airport - Klamath						
DN-3-01	Slurry Seal RW	\$ 20,000		X		X
DN-3-02	Updated RW 11/29 airfield marking to FAA standards	\$ 25,000		X		X
DN-3-03	Install security lights in aircraft tie down area	\$ 7,500		X		
DN-3-04	Chain link fence	\$100,000		X		
Subtotal		\$ 152,500				
TOTAL		\$ 6,124,200				

6D. HIGHWAYS/STREETS/ROADS

SHORT-TERM PROJECTS

SHORT-TERM CITY STREET PROJECTS

The City is concerned about traffic problems on Highway 101 near Sunset Circle, where the highway goes from a two-pane facility to a pair of one-way couplets (“L” and “M” Streets). To alleviate these problems, the City is considering the construction of a return lane near “N” Street on Highway 101. The City has prepared a short-term list of improvements to streets and roads, including overlays on Pebble Beach Drive and on “A” Street. In addition, the City will perform a project study for the reconstruction of Front Street between “D” and “L” Streets. See Table 6-9 for a list of short-term (2001-2010) city roadway improvement projects.

CRESCENT CITY PAVEMENT MANAGEMENT SYSTEM

The City and County collaborated on a Pavement Management System that was completed in 2001. The project consisted of a component for the City and a component for the County. The system provides a systematic and accurate way to track maintenance and rehabilitation needs as well as costs. In general, City streets are in good condition, with 64% of the pavement in good or excellent condition, and only 9% of the 20 mile street network in need of reconstruction.

SHORT-TERM COUNTY ROAD PROJECTS

The County has programmed funds for a number of road improvement, bridge replacements, and project studies. Highlights of this list include construction of Napa St. from Washington Blvd. to Madison Ave., construction of Madison Ave. from Arlington to Napa St., and construction of Lake Earl Drive from Purdy Lane to 101. The complete short-term road projects list is given in Table 6.9.

Del Norte County Pavement Management System

The Pavement Management System shows that 77% of the pavement on the County road network is in good or excellent condition, with only 8% of the 192 mile road network in need of reconstruction.

SHORT-TERM STATE HIGHWAY PROJECTS

Caltrans has programmed three projects for funding through the Regional Improvement Program (RIP). Two of the projects involve roadway construction; the third project programs funding for the LTCO to plan, program, and monitor transportation projects. See Table 6-9 for a list of the short-term state highway projects. Short-term SHOPP Projects are listed in Table 6-10.

LONG-TERM PROJECTS**LONG-TERM CITY STREET PROJECTS**

The City has prepared a long-term list of improvements to streets and roads. The program includes improvements to the Downtown Area, reconstruction and overlays of various streets, and a traffic study on Highway 101 between Ninth St and Northcrest. The County has also expressed concern about this area of Highway 101. See Table 6.11 for a list of long-term (2010-2020) city roadway improvement projects.

LONG-TERM COUNTY ROAD PROJECTS

The County has programmed a long-term list of road projects. The highest priority of these is the reconstruction of South Fork Road. The list also includes construction projects on Timbers, Blvd., Foothills Blvd., and Gasquet Flat Road, numerous rehabilitation projects, and two bridge replacement projects. See Table 6.11 for a list of long-term (2010-2020) county roadway improvement projects.

LONG-TERM STATE HIGHWAY PROJECTS

No long-term state highway projects have been identified for listing in the long-term project list. However, certain state highway improvements are identified in the Highway 101 and 199 Route Concept Reports.

6E. GOODS MOVEMENT (MARITIME & TRUCK)

GOODS MOVEMENT – MARITIME

Crescent City's harbor is strategically important to the economy of the region as well as the state. Several seafood-processing plants exist at the harbor, which ship fresh seafood to all areas of the State. Sports fishing and tourism are also harbor related economic activities and likely areas for future growth.

Crescent City Harbor development has been an area of interest for enhancing the regional economy. In 1995, the County of Del Norte, City of Crescent City, Del Norte Economic Development Corporation, and the LTCO joined with the Crescent City Harbor District to study possibilities for future harbor development.

The LTCO performed a traffic analysis to determine if a roadway linking Howe Drive and the Harbor Area that would reduce the number of left turns made onto Highway 101 by traffic leaving the Harbor area. A road could be constructed that would link Howe Drive with Citizen's Dock Road, and also have a leg connecting to the Elk Valley/ Highway 101 intersection. The study had mixed results. Such a connection would probably improve traffic circulation, but would probably not be cost effective. There is, nonetheless, considerable local support for such a project and, therefore, the LTCO and the City have supported it in principle, although no funding is available at this time.

The Crescent City Harbor District requested that intersection lighting at the intersection of Highway 101 and Citizen's Dock be pursued. This project was completed in 1999. The area around the harbor is also undergoing commercial development. Some potential conflict exists between the needs of the commercial fishers who use the harbor and the needs of tourists. Public opinion in the community generally does not favor the type of development, which might enhance tourism at the expense of the commercial enterprises, which presently dominate the harbor.

The Crescent City Harbor District developed a Draft Management Plan in July 2001. According to this document, there will be several ongoing projects such as rehabilitating the mooring facility, maintaining storm drainage, and updating the harbor emergency plan. The Harbor District also intends to do more redevelopment planning. The plan also includes a search and rescue station to be operated by the U.S. Coast Guard.

GOODS MOVEMENT – TRUCK

All of the above highway, street, and road improvements will also facilitate the movement of trucks in Del Norte County and Crescent City.

6F. TELE-TRANSPORTATION & PIPELINE TRANSMISSION

TELE-TRANSPORTATION

The LTCO recognizes the importance of tele-transportation to Del Norte's future, and will continue to educate the community about its benefits. The LTCO will also continue to pursue funding for tele-transportation development. This could include research and planning, as well as coordination between agencies and the business community

PIPELINES

With the completion of the waterline from Elk Valley Cross Road to Macken Street, no further pipeline improvements are planned for the next two years.

6G. TRANSPORTATION SYSTEM MANAGEMENT

Service Authority for Freeway Emergencies

As described in past accomplishments, Del Norte has a Service Authority for Freeway Emergencies (SAFE) Call Box System Plan. There are currently thirteen SAFE call boxes installed. Ten additional call boxes will be added to the system during the 2001/02 fiscal year, bringing the total to twenty-three. With full implementation of the Del Norte SAFE, a total of thirty-six call boxes will be in place covering State Routes 101 and 199.

Agreements for services have been executed by and between the Del Norte SAFE and both the California Highway Patrol and the Department of Transportation. Funding for the system is provided by a \$1.00-per-vehicle fee charged by the State Department of Motor Vehicles at yearly vehicle registration.

6H. RECREATIONAL TRAVEL

The improvements to highways, streets, and roads described above, will facilitate access to the parks, forests, beaches, and campgrounds of Del Norte County. Completion of the bicycle paths described above will facilitate travel for recreational cyclists and pedestrians.

6I. INTEGRATED LAND USE, AIR QUALITY, & TRANSPORTATION PLANNING

TRANSPORTATION MODES COORDINATION

Due to the rural nature of the area and limited public transportation opportunities, coordination between non-motorized modes and other modes of transportation is limited. Opportunities for coordination are considered whenever projects are developed.

Air quality is generally very good in Del Norte County and no transportation improvements are being planned that could change this in the near future. As stated in the Policy Element, the City, County, and LTCO encourage the use of transit and ridesharing wherever feasible, and encourage new development that is close to existing public facilities. These policies, by reducing the number of automobile trips, help ensure the maintenance of clean air quality.

The *Del Norte County and Crescent City Bicycle Facilities Plan* recommends installing bicycle carrying racks on the Redwood Coast Transit–Klamath Public Bus component vehicles. Two racks have been installed and a proposal for funding was recently submitted that would provide racks for the remaining six vehicles.

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7: FINANCIAL ELEMENT

The purpose of the Financial Element is to provide a summary of the projected costs of transportation facilities listed in the RTP and the revenue sources required to fund those facilities. This section includes a summary of the costs to implement programs discussed in the Action Element and a discussion of the potential revenue available to fund them (refer to Appendix A for a detailed summary of funding sources).

Surpluses or deficits resulting from the difference in projected revenues and planned expenditures are identified, along with the ramifications of implementing only those improvements that have secure funding. Overall transportation system revenues and expenditures are presented first, followed by revenues and expenditures for each transportation mode. Finally, various sources of funding are reviewed and a summary of potential funding strategies is presented.

Overall Transportation System Cost Summary

Table 7-1 contains a summary of the RTP improvement costs identified for roadway, public transit, bicycle and pedestrian, aviation, and goods movement components of the Del Norte County transportation system.

(1,000s of 2001 Dollars)			
Transportation System Component	Short-Range Improvement Cost	Long-Range Improvement Cost	Total Cost
Public Transit	\$496	TBD	> \$496
Bicycle and Pedestrian	\$14,129	\$11,102	\$25,231
Aviation	\$13,308	\$6,124	\$19,432
Goods Movement	TBD	TBD	TBD
Roadway	\$72,410	> \$15,893	\$88,303
Total	\$100,343	> \$33,119	> \$133,462

Overall Transportation System Expected Revenues

During the development of the RTP, it is important to make reasonable estimates of expected revenues during the 20-year life of the Plan. Table 7-2 provides a summary of the expected federal, state, and local revenues over the 20-year life of the RTP. A detailed list of funding sources for items listed in Table 7-2 is provided in Appendix A.

Table 7-2 Summary of 2021 RTP Revenues for Del Norte County

Revenue Category	Revenue
State Transportation Improvement Program (STIP) ¹	\$58,757,000
Regional Surface Transportation Program (RSTP) ²	\$1,916,360
State Highways Operations and Projection Program (SHOPP) ³	\$105,000,000
Local Transportation Fund (LTF) - 2% allocation to Bike/Pedestrian Account ⁴	\$150,332
Transportation Development Act (TDA) ⁵	\$7,516,660
Federal Transit Administration (FTA) ⁶	\$554,080
State Transit Assistance (STA) ⁷	\$820,760
Highway Bridge Replacement and Rehabilitation Program (HBRR) ⁸	\$5,960,000
Transportation Enhancement Activities (TEA) ⁹	\$536,000
Discretionary Grant Funding	TBD
Total Anticipated Revenues from Existing Sources	\$181,211,192
Notes:	
¹ Based on average annual net apportionment of \$2,937,850 for years 1998 -2001 expanded over 20 years.	
² Based on average annual net apportionment of \$95,818 for years 1998 -2001 expanded over 20 years.	
³ Based on current SHOPP allocation \$21,000,000 for years 2000 -2004 expanded over 20 years.	
⁴ This amount reflects 2% of TDA funds; therefore it is not included in the total revenue amount of this table.	
⁵ Based on average annual net apportionment of \$375,833 for years 1998 -2001 expanded over 20 years.	
⁶ Based on average annual net apportionment of \$27,704 for years 1998 -2001 expanded over 20 years. FTA programs include Section 5311 Funds.	
⁷ Based on average annual net apportionment of \$41,038 for years 1998 -2001 expanded over 20 years.	
⁸ Based on Highway Bridge Replacement and Rehabilitation Program Revenues from Table 7-6	
⁹ TEA Funds equal 10% of the Surface Transportation Program funds according to Section 3007 of TEA-21 (see description in Appendix A).	

7A. PUBLIC TRANSPORTATION

Comparison of Transit Costs and Revenues

Table 7-3 summarizes the expected costs and revenues for transit system improvements. Potential revenue sources for transit projects are described in Appendix A.

Table 7-3 Summary of Costs and Revenues for Transit Projects and Operation

(\$1,000s of 2001 Dollars)					
Transit Improvements	Short-Range Costs	Long-Range Costs	Total Costs	Revenues	Surplus/ (Deficit)
Operations/ Maintenance	5,909	5,909	11,818	11,818	0
Capital Projects	\$496	TBD	TBD	\$445	TBD
Notes: Based on TDA, FTA, STA funding, and discretionary funding as available , as described in Appendix A. Revenues based on the sum of projected TDA, FTA, and STA funds. Historically 95% of revenues have been spent on Operations and Maintenance Costs and 5% on Capital Costs.					

7B. NON-MOTORIZED TRANSPORTATION (Pedestrian and Bicycle)

Comparison of Bikeway and Pedestrian Costs and Revenues

Table 7-4 summarizes the expected costs and revenues for bikeway and pedestrian capital improvements. Potential revenue sources for bikeway and pedestrian projects are described in Appendix A. The revenue for bikeway projects typically match the costs due to projects being implemented only as funds are available.

Table 7-4 Summary of Costs and Revenues for Bike and Pedestrian Projects

(\$1,000s of 2001 Dollars)					
Improvements	Short-Range Costs	Long-Range Costs	Total Costs	Revenues	Surplus/ (Deficit)
All Projects	\$14,119	\$11,102	\$25,221	\$150 ¹	-\$25,071
Notes: ¹ - Based on a 2% allocation of TDA funding as described in Appendix A					

7C. AVIATION

Comparison of Aviation Costs and Revenues

Table 7-5 summarizes the expected costs and revenues for aviation projects. The current sources of aviation funding are the Federal Airport Improvement Program (AIP) administered by the FAA, and the State of California Aid to Airports Program (CAAP). AIP funds require a 10% local match of funds. A detailed description of these funding programs and their local match requirements are included in Appendix A.

Table 7- 5 Summary of Costs and Revenues for Aviation Projects

(\$1,000s of 2001 Dollars)					
Aviation Improvements	Short-Range Costs ¹	Long-Range Costs ²	Total Costs	Anticipated Revenues ³	Surplus/ (Deficit)
All Projects	\$13,308	\$6,124	\$19,432	\$19,432	\$0
Notes: 1- Based on Short Term Aviation Improvement Costs for McNamara, Ward and McBeth Fields see Action Element Table 6-7 2 - Based on Long-Term Aviation Improvement Costs for McNamara, Ward and McBeth Fields see Action Element Table 6-8 3 - Based on anticipated AIP and CAAP funding (10% local match required for AIP funds) The figures shown in this table are subject to change as a result of the update of the Airport Master Plan scheduled for 2002					

7D. HIGHWAYS/STREETS/ROADS

Comparison of Roadway Improvement Costs to Expected Revenues

Table 7-6 compares the expected costs of roadway improvements to the expected revenues. This table shows a shortfall of approximately \$343 million projected to occur during the 20-year planning period. This shortfall may not be realized depending on the availability of state funding and federal funding and/or final project costs and revenues under each of the funding programs.

Table 7- 6 Roadway Improvement Projects Summary of Costs and Revenues

(\$1,000s of 2001 Dollars)					
Improvement Projects	Short-Range Costs	Long-Range Costs	Total Costs	Estimated Funding	Surplus/ (Deficit)
SHOPP Funded Projects ¹	\$191.738	\$191.738	\$383.476	\$105.000	(\$278.476)
STIP Funded Projects	\$15.002	\$5.235	\$20.237	\$58.757	\$38.520
RSTP Funded Projects	\$1.858	\$7.058	\$8.916	\$1.916	(\$7.000)
HBRR Projects ²	\$2.860	\$3.100	\$5.960	\$5.960	\$0
TEA Projects	\$536	TBD	\$1.036	TBD	TBD
Deferred Maintenance ³	\$70.200	\$25.550	\$95.750	TBD	TBD
Total	\$282,194	\$232,681	\$514,875	\$171,633	(\$343,242)
Notes:					
¹ - Long-Range Costs estimated by Caltrans District 1 Office to be the same amount as Short-Range Costs.					
² - Based on STIP project lists submitted by the City of Crescent City and the County of Del Norte. HBRR funds typically match HBRR project costs due to HBRR project only being identified and approved as the necessary HBRR funding is available.					
³ - Short-range deferred maintenance backlog based upon 1998 County/City Rehabilitation Survey (County = \$70M / City = \$200K); Long-range County projection based on 2001 Pavement Management Program (County = \$21.55M / City = \$4M)					

7E. GOODS MOVEMENT (Truck, Marine)

Comparison of Goods Movement Costs and Revenues

The Crescent City Harbor District Draft Management Plan identifies several ongoing projects that would improve goods movement in and out of the Crescent City Harbor. These include rehabilitating the mooring facility, maintaining storm drainage, and a search and rescue station to be operated by the U.S. Coast Guard. The Harbor District also plans to update the harbor emergency plan to improve safety. The costs of proposed harbor improvements are not known at this time.

Goods movement by truck occurs primarily on Route 101 to north to Oregon, or south on Route 101 and east on Route 299 to reach Route I-5. These routes are used due to restrictions on Route 197/199 corridor which is only accessible by larger trucks with an escort from the California Highway Patrol, which increases costs, and must be scheduled in advance. In Caltrans' "DN-197/199 Route Review Task Force Report: April 27, 2001," four improvements are recommended which could make the highway safer for trucks. The costs of these improvement could exceed \$100 million.

7F. FUNDING STRATEGY

The 2002 RTP for Del Norte County identifies key short-term (0-10 years) and long-term (11-20 years) roadway improvements for the regional road system. Funding sources for these projects come from various sources including STIP, RSTP, SHOPP and local funding. The RTP also identifies a series of multi-modal projects and programs such as transit improvements, bicycle improvements, and pedestrian improvements. However, none of the improvements address local road maintenance, which is one of the most critical needs of Del Norte County during the next several years.

Recognizing that transportation funds are limited in spite of the increases brought about by TEA-21, and SB-45, the following funding issues remain important to Del Norte County.

- How should limited transportation funds be prioritized to meet the needs of motorists, transit riders, commerce, bicyclists, pedestrians and visitors over the next 20 years?
- Which specific transportation improvement projects and/or programs should be funded with regional dollars?
- What type of funding strategy should LTCO adopt to provide the needed transportation improvements to its transportation system?

RTP Linkages

To help answer the above questions, the RTP Guidelines require that the RTP show linkages to the STIP, RTIP and ITIP. In addition, proposed projects in the RTP must address purpose and need and be selected and prioritized with the help of program level performance measures. To show these links, the Del Norte 2001 RTP provides the following information:

- Performance measures in the RTP reference specific goals and objectives from the Policy Element.
- Project tables in the Action Element include a qualitative assessment designating whether the project provides congestion relief, a safety improvement, and/or multi-modal benefits. These categories are included to help identify the purpose and need for the project.
- The Financial Element includes a cost effectiveness measure (cost per new trip served) for projects proposed on State highways (see Table 7-8 below).

Funding Strategy

The following funding strategy focuses on a multi-modal transportation system and prioritizing projects based on projected funding revenues.

Multi-modal Emphasis Strategy

In addition to highways and roads, this strategy will channel some funds into multi-modal improvements including transit, bicycle and pedestrian facilities. Opportunities for implementing congestion reducing TSM and TDM strategies would take a higher priority in concert with capacity increasing measures. Although investment in multi-modal projects does provide increased air quality benefits, their effectiveness in reducing automobile trips through mode shifting can be somewhat limited in rural areas. The type and extent of investment would have to be weighed against these limitations.

Support Actions to Maximize Limited Funds

The following actions are recommended to help maximize the use of limited transportation funds:

- Use STIP funds in the most congested areas on State highways and regionally significant county roads. The LTCO should implement the highest priority projects from the Action Element based on purpose and need, the performance measure assessment for each project, and the cost effectiveness calculation from the Financial Element.
- Aggressively pursue Discretionary and Grant-based Funding Programs. The LTCO should pursue funding through all discretionary and grant-based programs referenced in the Financial Element.
- Development of New Local Revenue Source for Road Maintenance. The LTCO should consider the various options outlined in the RTP for creating a more stable source of local funding for road maintenance. The LTCO and the City and the County should lobby the CTC for a new source of maintenance funding to help replace the lost funds from timber receipts.
- SHOPP Partnerships. The LTCO and the City and County should partner with Caltrans, wherever possible, to attract additional SHOPP projects in Del Norte County.
- Cost-Effectiveness Consideration. Decision makers should consider the cost-effectiveness of improvement projects when establishing implementation priorities. Cost effectiveness was listed as one of the key performance measures in Table 6-1.

8: ENVIRONMENTAL CLEARANCE

CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

A Program Environmental Impact Report (EIR) for the Del Norte County Regional Transportation Plan was prepared (State Clearinghouse # 1991023088) and certified in February, 1992 concurrently with the 1990/92 Regional Transportation Plan.

The 1994 and 1996 Regional Transportation Plans identified no significant changes from the earlier RTP. A Tele-transportation Element was added and the Plan readopted in 1996. The 2000 Regional Transportation Plan identified no significant changes from the 1996 update. Most changes in the document are format modifications necessary to comply with guidelines or content updates reflecting the Transportation Equity Act for the 21st Century (TEA-21) and Senate Bill 45 (SB-45).

The 2002 Regional Transportation Plan has been prepared to comply with the California Transportation Commission's most recent RTP Guidelines, which went into effect in January 2000. Actions proposed in the 2002 RTP update do not vary significantly from those identified in the updates since the certification of the EIR. These actions would not cause potentially significant impacts to occur, nor would they require new mitigation measures, therefore:

1. Activities described in the 2002 Regional Transportation Plan are within the scope of the 1992 Program EIR; and
2. The 1992 Program EIR, addresses the potential impacts of the 2002 Regional Transportation Plan activities for the purposes of the California Environmental Quality Act (CEQA).

PREPARATION OF A SUPPLEMENTAL EIR FOR THE 2002 RTP

A Supplemental EIR is required if changes are proposed in the project which will require major revisions of the previous EIR or if substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR. The 2002 RTP Update does contain proposed transportation system improvements that were not addressed in the 1992 EIR. Therefore, a Draft Supplemental EIR was prepared as a separate document and circulated for a 45 day public review and comment period prior to certification. A Final Supplemental EIR has been prepared for certification by the LTCO Board prior to adoption of the RTP.

AIR QUALITY CONSULTATIONS

1. NORTH COAST UNIFIED AIR QUALITY MANAGEMENT DISTRICT

Del Norte, Humboldt, Trinity and Mendocino Counties make up the North Coast Air Basin. These counties operate as a unified special district, or the North Coast Unified Air Quality Management District (NCUAQMD), which manages air resources in this mountainous, predominantly rural region.

Most of Del Norte County's major air pollutants —especially for mobile sources—are below what the state considers harmful. Sources of ozone precursor emissions are low enough that ozone smog does not rise to significant levels, even during periods of minimal air movement. The entirety of the North Coast Air Basin has been designated as "attainment" or "unclassified" for all criteria pollutants (carbon monoxide, ozone, sulfur oxides, and nitrogen dioxide) and is subject to "Prevention of Significant Deterioration" (PSD) permit procedures. Except for Redwood National Park, which is designated Class I, all of Del Norte County is designated as a Class II area.

Long term impacts on regional air quality are projected to increase at a slower rate than in the past, due to conversion to more efficient and lower emission vehicles and RTP plan policies and actions encouraging public transit use and conversion of transit vehicles to alternative fuels, and programs and improvements designed to increase bicycle and pedestrian system use.

RTP preparers met with North Coast Air Quality Management District staff member Robert Torzynski to discuss compliance issues for the update of the RTP. The "Planning Requirements: Regional Transportation Plan Checklist" was reviewed as it applies to air quality. The following RTP checklist items were discussed:

#A.9. *The RTP conforms to State Improvement Plan (SIP).*

Mr. Torzynski explained that the SIP is a federal enforceable plan. It mostly concerns conformity with ozone standards. North Coast SIP has provisions for stationary sources, but does not contain provisions for mobile (transportation) sources because the region is attainment for ozone.

#B.2. *The RTP for a nonattainment area is based on consultation with air and environmental agencies and the public during all stages of development.*

Mr. Torzynski clarified that federal agencies often use the blanket term "nonattainment" when they are really only talking about ozone non-attainment. He

said that these types of guidelines really intend to target regions such as the Los Angeles air basin where ozone nonattainment is a chronic problem.

#B.5. *The RTP for a nonattainment area identifies consultation with air agencies of the development plan.* and

#B.6. *The RTP for a nonattainment area reflects coordination with local and regional air quality planning agencies.*

“Nonattainment” here refers primarily to ozone. North Coast is nonattainment for PM-10. Lake County is the only county in the region that meets the PM-10 standard.

PM-10 (particulate matter 10 microns) standards:

Federal Attainment = 150 mg/m³ daily.

State Non-attainment = 500 mg/m³ daily; 30mg annual.

Three years of complete data are required to be designated attainment. North Coast currently has approximately two years of data.

PM-2.5 standard:

Federal Attainment = 65 mg/m³

Most motor vehicle exhaust is PM-10.

Combustion sources are usually PM-2.5

Sources of geologic origin are usually > PM-2.5, therefore rated at PM-10

Sea salt is PM-10, not PM-2.5.

The meeting with Mr. Torzynski constitutes consultation with air district for the purposes of compliance with RTP Guidelines. He would be available for further assistance/coordination. He commented that the update RTP process, and the linking of land use, transportation and air quality that preparers described, was very workable.

#X.2. *Discusses the way the plan will conform to the State Implementation Plan including TCM (transportation control measures) implementation.*

Mr. Torzynski explained that TCMs in the NCUAQMD PM-10 Attainment Plan (May 1995) are for PM-10, but are different from Federal SIP (which are ozone TCMs). The PM-10 Attainment Plan is primarily a guidance document for the NCUAQMD Board; it is not mandatory enforcement, not required regulations for the region. For further information, refer to the Chemical Mass Balance Study, which is posted on NCUAQMD's website at www.northcoast.com/~ncuaqmd.

Contact Information: NCUAQMD phone #: 707-443-3093

2. CALIFORNIA AIR RESOURCES BOARD & FEDERAL AIR AGENCY CONSULTATION

The California Air Resources Board (ARB) administers State of California Air Quality Programs and oversees the activities of the Regional Air Districts. They also coordinate with Federal Agencies on Federal Clean Air Standards and Programs. Doug Thompson, ARB Air Pollution Specialist, was contacted by phone as part of the RTP Update, to comply with the CTC's RTP Guidelines for air quality agencies coordination.

Mr. Thompson, was asked if there were any areas of concern for the ARB regarding Del Norte County's RTP, or any further advice/guidelines to consider in updating the RTP. Since Del Norte County has some of the best air quality in the state, he felt there were no serious air quality issues.

Mr. Thompson was asked specifically about compliance with the SIP (State Implementation Plan), explaining that Bob Torzynski at NCUAQMB described the SIP as being primarily concerned with basins that are in non-attainment for ozone. Mr. Thompson confirmed this interpretation.

Mr. Thompson confirmed Mr. Torzynski's opinion that Del Norte County does not have any existing air quality problems that could interfere with transportation planning.

ARB Contact Information: Web site: www.arb.ca.gov
Mr. Thompson's phone # : 916-322-7062
Mr. Thompson's email: dthompso@arb.ca.gov

APPENDIX A - FUNDING PROGRAM SUMMARY

The following provides a summary of the Federal, State, and local funding sources and programs available to Del Norte County.

Public Transit System Funding

Funding for public transit systems is available from a variety of sources. The following is a brief description of the principal sources expected to be available.

Federal Sources/Programs

Funding for transit capital and operational costs has traditionally been provided by the Federal Transit Act. The majority of these monies is designated, by law, for use in urban areas, and is not available for use by Del Norte County. However, some provisions exist for funding in rural areas, which have now been expanded by TEA-21.

- FTA Section 5311 Funds (Nonurbanized Area Formula Program for Public Transportation) - The FTA apportions Section 5311 funds annually to each state for public transportation projects in non-urbanized areas. The State prepares an annual program of projects, which must provide for fair and equitable distribution of funds. These funds are available for capital or operating expenses for public transit services. Revenues from this source are expected to increase very slightly, if at all, for the next five years.
- FTA Section 5310 Fund (Elderly and Persons with Disabilities Program) - Provides funds to each state to assist private nonprofit organizations in the purchase of capital equipment (vehicles and related equipment) to provide transportation services which meet the special needs of elderly persons and persons with disabilities. No FTA Section 5310 funds are budgeted for the 2000/01 fiscal year. Two local agencies submitted Section 5310 grant proposals in 1999/2000. Neither agency's proposal scored high enough to be a likely candidate for funding.
- Rural Transportation Accessibility Incentive Program (FTA Section 5311(f)) - This program provides \$24.3 million through 2003 nationwide for over-the-road bus service. The purpose of the funding is to help public and private operators finance the incremental capital and training costs of complying with the DOT's final rule on accessibility of over-the-road buses. Funding may be used for intercity fixed-route over-the-road bus service and other over-the-road service such as local fixed route, commuter, charter, and tour service. The program is administered through a competitive grant selection process.

- TEA 21 Section 3037 (Job Access and Reverse Commute Grants) – Provides competitive grant funds to develop transportation services that are specifically designed to transport welfare recipients and low-income individuals to and from job locations. Emphasis is placed on projects that use mass transportation services. Del Norte County, in collaboration with a variety of local agencies, won a \$73,250 JARC grant in 1999. Match funds totaling \$73,250 will be provided by two local agencies – Rural Human Services and Del Norte County Department of Health and Social Services. The County has submitted a second JARC program proposal. If funded, an additional \$122,500 (½ grant funds and ½ match funds) would be used to support continued early morning and evening service hours for the Crescent City fixed route bus service. JARC program funds from a second grant would also be used to complete a permanent bus stop sign program and install bike racks on six Dial-A-Ride busses.
- Transportation Enhancement Activity (TEA) Program - The TEA program makes funds available to regions for “enhancement” projects that have a direct relationship – by function, proximity or impact – to the intermodal transportation system. Projects are selected by regions and must fit one of the twelve established TEA categories. The TEA program makes funds available to regions for “enhancement” projects that have a direct relationship – by function, proximity or impact – to the intermodal transportation system. Projects are selected by regions and must fit one of the twelve established TEA categories. The LTCO will have approximately \$536,000 available in the TEA program over the life of TEA-21. It is not known how much, if any, of this money will be spent on transit related projects.
- Proposition 116: Clean Air & Transportation Improvement Act of 1990 - Proposition 116, The Clean Air and Transportation Improvement Act of 1990, non-urban county transit funds were made available in Del Norte County for transit or non-motorized facilities. These funds were provided on a per capita basis, using the 1990 Federal census. No additional Proposition 116 funds are available. However, the County of Del Norte has several projects in process that are being funded with recently allocated Proposition 116 funds.

State and Local Sources/Programs

The following summarizes the state transit funding programs.

- Local Transportation Fund - The Transportation Development Act creates in each county a Local Transportation Fund for the transportation purposes specified in the Act. Revenues to the Local Transportation Fund are derived from 1/4 cent of the retail sales tax collected statewide. The 1/4 cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county. The LTCO allocates the funds to claimants to provide public and community transportation services.

Local Transportation Funds may be allocated for local streets and roads purposes if there are no unmet transit needs that are reasonable to meet. The 2000/01 estimate for the Local Transportation Fund is \$395,000. The Fund is apportioned to Crescent City and Del Norte County based on their relative populations. Revenues from this source are expected to increase slightly over the next five years.

- State Transit Assistance (STA) - The State Transit Assistance program was created under Chapter 161 of the Statutes of 1979 (SB 620) and revised by Chapter 322 of the Statutes of 1982 (AB 2551) and Chapter 105 of the Statutes of 1989, (SB 300). The program provides a second source of Transportation Development Act funding for transportation planning and mass transportation purposes as specified by the Legislature. Funds for the program are derived from the statewide sales tax on motor vehicle fuel (gasoline) and use fuel (diesel). The State annually appropriates funds from the Transportation Planning and Development Account to RTPAs for transit purposes or streets and roads (depending upon the unmet needs finding). State Transit Assistance Funds are not available for local streets and roads. The State Controller's estimate of State Transit Assistance Funds for fiscal year 2000/01 is \$41,982. Revenues from this source are expected to slightly increase over the next five years.
- Fares - Fare box recovery for the Del Norte Rural Bus has traditionally run approximately 7 percent of total operating costs. This ratio increased to approximately 9 percent in 2001. Fares are collected from both general passengers as well as through contracts with other public agencies. Fluctuations in these contracts may cause overall fare revenue to vary from year-to-year. Passenger fares are expected to provide a significant source of revenue for Redwood Coast Transit during the coming years. While fare revenues cover only a fraction of the cost of providing service, they are an important source of funding. The 2000/2001 estimate for fare revenue is \$53,200 based on the Redwood Coast Transit budget for the fiscal year. Revenues from this source are expected to increase very slightly, if at all, for the next five years.

Non Motorized System Funding

Several programs are available for the funding of bicycle and pedestrian improvement projects. Other federal funding sources under TEA-21 that can be used for bicycle and pedestrian projects include the Bicycle Transportation and Pedestrian Walkways program, the Recreational Trails program, the STP program, the National Scenic Byways Program, and the Transit Enhancements program.

General Funding Sources

Del Norte County may need to undertake significant actions to ensure all improvement needs are funded. In addition to the sources already in use, there are several potential funding sources that Del Norte County should consider as potential solutions, which are not mode specific.

- Transportation Development Act - Pursuant to Section 99233.3 of the Transportation Development Act of 1972, local entities may reserve 2% of the TDA funds allocated annually for pedestrian and bicycle projects. Historically, the LTCO has chosen to allocate 2% of its TDA funds for pedestrian and bicycle projects. The LTCO has allocated \$8,750 for bicycle and pedestrian purposes for the 2000/01 fiscal year. Funding of a major project in 1999, the Hamilton Ave. pedestrian project, has left a current balance of approximately \$9,750. Similar amounts should be available annually for the short term. Revenues from this source are expected to increase slightly for the next five years.
- Bicycle Lane Account - Section 2382 of the Streets and Highways Code provided for establishment of the Bicycle Lane Account created by Senate Bill 36, Statutes of 1972. Funding was set at \$360,000 annually. Assembly Bill 1020, which became effective January 1, 1998, provided for a gradual increase to \$5 million a year by 2004. Funds are made available through an annual competitive grant cycle. A 10% local match is required. Priority is given to projects serving a commuter purpose, in accordance with Section 2386 of the Streets and Highways Code. The County of Del Norte has submitted applications to the competitive Bicycle Lane Account program for the past two years. Neither of these applications was funded. In past years, however, the county was granted \$81,800 in BLA grant funding for the Northcrest Drive/Washington Boulevard improvement project, which consisted of four separate and distinct project components.
- Department of Transportation - Section 156.10 of the Streets and Highways Code permits the Department of Transportation to construct and maintain non-motorized facilities where such improvements will increase the capacity or safety of a State Highway. Section 157.4 requires that the California Transportation Commission budget funds annually for the construction of non-motorized transportation facilities to be used by Caltrans in conjunction with the State Highway System.
- Transportation Equity Act for the 21st Century (TEA-21) - The Transportation Equity Act for the 21st Century, which was signed into law on June 9, 1998, replaces the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). TEA-21 authorized approximately \$217 billion in transportation funding over a six-year period - 40 percent more than its predecessor ISTEA. Funding for is not fixed, however, as TEA 21 ties highway funding levels directly to the amount flowing into the Highway account of the Highway Trust Fund each year. If more money comes in than was projected, total

funding authorizations will exceed \$217 billion. Likewise, if tax receipts are less than expected, funding for the bill will be reduced. A variety of funding sources exist within TEA-21 that could be used to fund pedestrian and bicycle projects. Many of these are competitive programs to which grant proposals can be submitted on an annual basis. Funding through these sources is not estimated because it is dependent upon submission of applications and award decisions.

- Transportation Enhancement Activity (TEA) Program - The TEA program makes funds available to regions for “enhancement” projects that have a direct relationship – by function, proximity or impact – to the intermodal transportation system. Projects are selected by regions and must fit one of the twelve established TEA categories. The LTCO will have approximately \$536,000 available in the TEA program over the life of TEA-21. It is not known how much, if any, of this money will be spent on pedestrian and bicycle projects.
- The Habitat Conservation Fund Grant Program – This program originates from the California Wildlife Protection Act of 1990 (Prop 117). Eligible projects include the acquisition of various types of wildlife habitats, enhancement and restoration of various wildlife habitats, trails, and programs which attract recreationalists to park and wildlife areas and that educate them about the State’s resources. Projects must be incorporated into the RTIP if they are regionally significant. The State Department of Parks and Recreation (DPR) administers this program. A local match of 50% is required and the local match cannot be from a State source.
- Local-Option Sales Tax - In California, a sales tax is a levy on retail transactions and use categories as defined in the Revenue and Taxation Code. Up to a one-cent additional sales tax can be levied by county-created taxing authorities for the improvement of the transportation system, as authorized under the Local Transportation Authority and Improvement Act, Division 19, commencing with Section 180000 of the Public Utilities Code. Passage of the sales tax requires a majority vote of the county electorate according to the State Supreme Court regarding a recent court decision in Santa Clara County.
- Motor Vehicle Fee - The State imposes fees on those that own and operate vehicles in the State. The California Vehicle Code and Revenue and Taxation Code provide authorization for the two primary means of assessing vehicle: registration and licensing. Currently, a county cannot impose vehicle registration fees other than those authorized under a special program, which is exclusively for the use of financing emergency call box systems, and for air-quality enhancement in non-attainment areas. Additional vehicle registration fees would require legislative approval.
- Motor Vehicle Fuel Tax - A motor vehicle fuel tax is a surcharge on fuel. Counties are permitted to impose a per gallon tax on motor fuel sold within the county if a proposition granting the authorization is approved at an election by two-thirds of the voters. Such a tax would allow collection of moneys for new roadways from County residents as well as

tourists purchasing gas within the County. While such a tax would provide a direct link between the use of roadways and the payment of roadway facilities, a two-thirds affirmative electoral vote on such a tax increase may be very difficult to achieve in the current economic climate.

- Special Districts - Special districts can be used by a jurisdiction to obtain up-front financing for projects benefiting defined areas or developments. The two most commonly formed districts are assessment districts and Mello-Roos Community Facility Districts (CFDs). In addition, a Marks-Roos Bond Pooling Authority could be formed to pool the tax, assessment, or fee revenue from several jurisdictions or special districts for the purpose of selling bonds to construct public facilities. The advantage of an assessment district or a Mello-Roos CFD is that facilities can be built ahead of the development that causes the need for those facilities. However, in many instances, any funding provided through a special district is offset by a credit in development fees.
- Benefit Assessment - A benefit assessment is a charge levied against a property owner in order to pay for local improvements that directly benefit the owner's property. Counties can create assessment districts in unincorporated areas and cities can create districts in their jurisdictions. Most assessment districts are formed under the Streets and Highways Code and are used to finance local streets, water, and sewer extensions. Since assessment districts can only be used to finance improvements that benefit local property owners, so their application to regional projects is limited.

Roadway System Funding

Federal Sources/Programs

The Transportation Equity Act for the 21st Century (TEA-21) was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. This Act provides a greater deal of flexibility for the State and local jurisdictions in deciding how federal dollars can be spent. TEA-21 includes several programs that could provide funding for Del Norte County. A summary of key federal programs is provided below.

- Regional Surface Transportation Program (RSTP) - The RSTP provides funding for roadways, bridges, transit capital, bicycle, and pedestrian projects. Funding for this program is supported by the federal Surface Transportation Program.
- Transportation Enhancement Activities (TEA) – Section 3007 of TEA-21 requires that 10 percent of Surface Transportation Program (STP) funds be made available for transportation enhancement activities. TEA offers broad opportunities and federal dollars

to take unique and creative actions to integrate transportation into local communities and the natural environment. The Program is designed to promote livable communities and strengthen partnerships.

- Areas eligible for TEA funding include acquisition of scenic easements, scenic or historic highway programs, landscaping, rehabilitation of historic transportation buildings, preservation of abandoned railway corridors, pedestrian/bikeway improvements, and the acquisition of abandoned right-of-way for the conversion to pedestrian/bike trails.

Under TEA-21, safety education activities for pedestrians and bicyclists were added to the list of eligible projects. The LTCO is responsible for ranking TEA projects countywide, but the California Transportation Commission makes final funding decisions. The LTCO currently exchanges its TEA funds for State monies, to be used for local road maintenance.

- Highway Bridge Replacement and Rehabilitation Program (HBRR) - The HBRR program provides funding for highway bridges in need of repair according to Federal safety standards. A total of \$20.4 billion nationwide is authorized for the program through 2003 to provide assistance for eligible bridges located on any public road. Caltrans has developed procedures for project selection and administration of Federal HBRR funds. These procedures have been adopted by the CTC. Under these procedures, 45 percent of the available funds are expended on State highway bridges and 55 percent on local highway bridges. The selection of projects on the State highway system is made by the State through SHOPP. Projects on local bridges are selected by local agencies on the basis of bridge deficiency ratings. The program retains the 10 percent set-aside for off-system bridges, but eliminates the set-aside for timber bridges. The federal government allocates 80 percent of the funds and the remaining 20 percent must come from local sources.
- Federal Lands Highways (FLH) - The FLH authorizes \$4.1 billion nationwide for Fiscal Years 1998 – 2003. Funding is provided for the three existing categories of Federal Lands Highways – Indian Reservation Roads (IRR), Park Roads and Parkways, and Public Lands Highways (discretionary and Forest Highways). In addition, a new category called Refuge Roads, which are federally owned public roads providing access to or within the National Wildlife Refuge System. FLH funds can be used for transit facilities within public lands, national parks, and Indian reservations. A nationwide priority for improving deficient bridges on IRR has been established with a minimum of \$13 million per year nationwide reserved for this purpose.
- U.S. Department of Forestry - The U.S. Department of Forestry (USDF) places a fee on all timber receipts from federal lands. Del Norte County receives 25 percent of these receipts, the school district receives 25 percent, and the USDF receives the remaining half. These monies become part of the County Road Fund and are used for operational improvements. In recent years, the amount of funds available from timber receipts has

been reduced significantly. As a result, identification of an additional source of maintenance funding is critical for Del Norte County.

- Hazard Elimination and Safety Program – The Hazard Elimination and Safety (HES) program provides funding for improvements to facilities to eliminate travel hazards and improve safety. Projects are nominated by local agencies and funds are allocated on a competitive basis through Caltrans.

State Sources/Programs

Under California law (Title 23), most State transportation funds and most federal transportation funds are programmed through the four-year biennial State Transportation Improvement Program (STIP) and the four-year biennial State Highway Operation and Projection Program (SHOPP). Both documents are adopted by the California Transportation Commission (CTC).

The 1998 STIP serves as a six-year transition document, from the previous 1996 STIP seven-year document to the new statutorily required four-year format for the 2000 STIP. However, with the enactment of AB 2928, the 2002 STIP and future STIPs will cover 5-year periods. The STIP consists of two broad programs, the regional program (RTIP) funded from 75 percent of new STIP funding, and the interregional program (ITIP) funded from 25 percent of new STIP funding. The STIP includes projects to increase the capacity of State highways and local highways. Projects are included in the STIP by the CTC directly from the Regional Transportation Improvement Program (RTIP) as prepared by the LTCO. Projects are approved by the CTC for inclusion into the STIP from the Caltrans prepared Interregional Transportation Improvement Program (ITIP). Brief summaries of these programs are provided below along with other state funding sources:

- Regional Transportation Improvement Program (RTIP) - The RTIP receives 75 percent of the STIP funding. The 75 percent is further subdivided by formula into county shares. For the 2000 STIP, Del Norte County was allocated approximately \$X million. A primary source of funding for the County minimums is the Motor Vehicle Fuel Tax.
- Interregional Transportation Improvement Program (ITIP) - The ITIP receives the remaining 25 percent of the STIP funding. This program is controlled by Caltrans, but regional agencies can provide input on the specific ITIP projects for their region. No ITIP projects were programmed for Del Norte County in the 2000 STIP.
- State Highway Operations & Protection Program (SHOPP) - The purpose of the SHOPP program is to maintain the integrity and safety of the State Highway System. Funding for this program is provided through gas tax revenues. Projects are nominated within each Caltrans District office and are sent to Caltrans Headquarters for programming. Final project determinations are subject to CTC review. SHOPP projects include, pavement and bridge rehabilitation, traffic operational improvements and seismic safety projects, and are based on statewide priorities within each program category within each Caltrans

District, and are not subject to county minimums. SHOPP funds cannot be used for capacity-enhancing projects. . For the four-year period from 1998-2002, about \$3.4 billion is programmed for SHOPP projects. Of that total, \$X million is programmed for SHOPP projects in the Del Norte region. Statewide, about 72 percent of the SHOPP expenditures will be for pavement rehabilitation during the 1998-2002 period.

- Minor Program - The Minor A Program is a District-discretionary funding program based on annual Statewide/District allocations. This program provides some level of discretion to Caltrans District Offices in funding projects up to \$300,000. Minor B funds are used for projects up to \$100,000. The advantage of this program is the streamlined nature of the funding process and the nature of local decision- making. Funding is competitive within the funds allocated to a given District.
- Environmental Enhancement and Mitigation (EEM) Program - Similar to TEA, the EEM offers funding to remedy environmental impacts of new or improved transportation facilities. Mitigation can include highway landscapes and urban forestry or development of roadside recreational facilities such as roadside rest stops, trails, scenic overlooks, trail heads, parks, and snow-parks. This grant program is managed by the State Resources Agency, although the LTCO makes final funding decisions. Each cycle allocates \$4 million to the Northern California counties. The application process is competitive with a \$500,000 cap for any single project, and is open to governmental or non-profit entities.
- Congestion Management/Air Quality Program (CMAQ) – CMAQ funds are allocated to non-attainment areas based on population and severity of pollution. The LTCO can make project and programming selections in consultation with the State and local agencies.
- Service Authority For Freeway Emergencies (Safe) - The Service Authority for Freeway Emergencies (SAFE) has a seven year budget that includes both ongoing costs to operate the system and costs for new installations.

Aviation System Funding

The Federal Airport Improvement Program (AIP) under the Federal Aviation Administration (FAA) provides 90 percent Federal funding with 10 percent local funding for general aviation airports. The program focuses on projects that enhance capacity, safety, security, and noise mitigation.

AIP funds are derived from user charges such as taxes on aviation fuels, taxes on civil aircraft and a surcharge on air passenger fares, and can be used for most capital expenditures. The State of California Aid to Airports Program (CAAP) makes grant funds available for airport development and operations to promote a statewide system of safe and environmentally compatible publicly owned airports.

General Funding Sources

Three types of state financial aid to publicly owned airports are available through the CAAP.

- Annual Grants (Public Utilities Code section 21682) are available to public-use, publicly owned general aviation airports. Commercial services and reliever airports are not eligible. An eligible airport is credited annually with a grant of \$10,000 which may be used for capital improvements, maintenance and operation. This grant may be accumulated for up to five years (a maximum of \$50,000). These grants do not require matching funds.
- Acquisition & Development (A&D) (Public Utilities Code Section 21683) - These funds are allocated by the CTC on a discretionary basis for capital projects. To be eligible, an airport must have its project listed in the state's Capital Improvement Program (CIP). The CIP is a ten-year list of projects divided into two five-year phases. The project listings are developed from local, regional, state and federal sources and are submitted to the Aeronautics Program through the RTPAs.
- AIP Matching Grants (Public Utilities Code 21684) - This grant assists the sponsor in meeting the local match for FAA AIP grants. The sponsor must meet the same eligibility requirements as for the Annual Grant except that reliever airports can receive AIP matching grants. The matching rate is 5% of the AIP grant. State funds for an AIP matching grant cannot be allocated by the state until the Federal grant has been accepted by the sponsor. The highest rated projects are normally those that relate to safety and State mandates.

Because of the competitive nature of the State and Federal funding programs, it is difficult to accurately project potential revenue from these sources. Furthermore, the AB 597 split of funds between the AIP match and state acquisition and development grants, provides even less discretionary funds for State projects.

Jack McNamara Field is eligible for federal funding through the AIP since this field is included in the National Plan of Integrated Airport Systems (NPIAS). These federal funds come from the Airport and Airway Trust Fund and are generated from a variety of user taxes. There is no limit on the amount, but a local match of 10% is required and the program is competitive.

Goods Movement System Funding (Maritime & Truck)

Funding for maritime transportation systems is available from a variety of sources. The Harbor District's main revenue source is generated from land leases and boat slip rentals. These revenues are primarily used for the operation of the harbor. For harbor development, grants, loans and discretionary funds are available for specific projects. The following is a brief description of the principal sources expected to be available.

General Funding Sources

- Harbor District Funds - These funds are derived from land leases and boat slip rentals.
- Boats and Waterways Grants - These funds are intended for the construction of launching facilities.
- State Discretionary Funds - These funds are authorized from Offshore Oil Lease revenues and must be used for projects relating to offshore oil.
- Property Taxes - Derived from property taxes generated within the county.
- Office of Emergency Services - These funds are strictly intended for the purpose of storm damage repair.
- Corps of Engineers - These funds are for regular harbor maintenance dredging.
- Other Funding Sources - Funds are available via a myriad of discretionary grant programs; however, the time and expertise required to prepare applications as well as match requirements can be a barrier.

Local Sources / Programs

The following local funding sources may potentially be considered in Del Norte County.

- Traffic Mitigation Fees - Traffic mitigation fees are one-time charges on new development to pay for required public facilities, and to mitigate impacts created by the development or reasonably related to it. There are a number of approaches to charging developers for the provision of public facilities. In all cases, however, the fees must be clearly related to the costs incurred as a result of the development. AB 1600, which was passed to govern the imposition of development fees, requires that a nexus, or rational connection, be made between a fee and the type of development on which the fee is based. Furthermore, fees cannot be used to correct existing problems or pay for improvements needed for existing development. A county may only levy such fees in the unincorporated area over which it has jurisdiction.

- Development Mitigation Measures/Agreements - Development mitigation measures are imposed whenever developments require approval by a local entity. Generally, mitigation measures are imposed as conditions on tentative maps. These conditions reflect on- and off-site project mitigation that must be completed in order to be able to develop. Development agreements are also used to gain cooperation of developers in constructing off-site infrastructure improvements or dedicating rights-of-way needed as a result of the proposed development.
- Local Transportation Funds - Local Transportation Funds (LTF) are available for transit, roadway, bicycle, and pedestrian purposes. LTF is derived from 1/4 cent of the State sales tax. These funds are returned to the county by the State. Approximately 2 percent of the County's LTF is set aside for pedestrian and bicycle projects. The remaining funds are dedicated to provide transit service at levels required to meet reasonable transit needs. Any amounts not used for transit can be used for other transportation improvements, including street and road improvements. The LTCO apportions the funds to the cities and county based upon population. In recent years, little LTF have remained available for streets and roads at the end of the allocation process.
- Road Operations And Maintenance - Besides the major capital projects recommended in this RTP, Del Norte County has significant, ongoing operations and maintenance (O&M) needs. To some extent, the funding for O&M and capital projects overlap. Therefore, it is important to understand the annual O&M funding sources. Each source is briefly described below.
 - ⇒ State Gas Taxes - The State of California returns a portion of the statewide gas tax revenues to each jurisdiction for the purpose of maintaining roadways. These funds are restricted for use to the City's Road Fund and are accrued on an annual basis. The formula for determining the amount of allocation to each City is complex, but primarily determined based on population.
 - ⇒ Motor Vehicle In-Lieu Fees - The Motor Vehicle In-Lieu Fees are motor vehicle registration funds returned to the County from the State based on a jurisdiction's population. These funds are General Fund revenues and are not restricted for roadway use. Therefore, the dedication of these funds to provide roadway O&M is essentially a use of General Fund revenues.
 - ⇒ Local Transportation Fund (LTF) - As stated above, any funds not allocated to transit, bicycle and pedestrian facility improvements can be used for road operations and maintenance. It is anticipated that increased operations and contractual costs for transit will significantly lessen the amount of funds available for road O&M during the life of the RTP.
 - ⇒ Benefit Assessment Act of 1982 - The Benefit Assessment Act of 1982 allowed for the development of County-wide assessments for drainage, flood control, and street lighting. A 1989 amendment to the Act added street maintenance assessments. To date very few cities or counties have instituted this assessment for street maintenance.

APPENDIX B

GLOSSARY OF TERMS AND ACRONYMS

ADT (Average Daily Traffic)

A measure of the daily (24-hour period) average amount of traffic generated from a source, utilizing a route or corridor, and/or arriving at, or through, a destination or point.

ATS (Advanced Transportation System)

ATS strategies enhance safety; improve the movement of people, goods, services and information; increase travel information and promote trip enhancement.

Bicycle Facility Classification System

Name	Facility Classification	Description*
Bike Path	Class I	Separated, surfaced right-of-way designated exclusively for non-motorized use. The minimum width for each direction is 1.5 meters, with a 2.4 meter minimum width for a bi-directional path.
Bike Lane	Class II	White stripe and Bike Lane sign on roadway providing 1.5 meters of road surface for preferential bicycle use (not including gutter). Vehicle parking adjacent to and motorist crossflow is allowed. Bike lanes must be on both sides of a two-way road for one-way travel only.
Bike Route	Class III	Shared roadway with motorists on through routes not served by Class I or II bikeways or to connect discontinuous bikeways. Established by a Bike Route sign.

BLA (Bicycle Lane Account)

Federal funding program for roadway-related bicycle facilities enhancements; will increase from \$1 million to \$5 million by the year 2004.

Caltrans (California Department of Transportation)

The state level department responsible for oversight of the statewide multi-modal transportation system, maintenance of the State Highway System, and other related tasks as assigned by the California State Government.

CNG (Compressed Natural Gas)

Natural gas compressed to a pressure of between 3,000 pounds per square inch (psi) (for light duty vehicles) and 3,600 psi (for transit vehicles).

CTC (California Transportation Commission)

The CTC is an 11-member state commission appointed by the Governor. The CTC advises and assists the state legislature and the administration in formulating and evaluating state policies and plans for transportation programs in California. Special responsibilities include adopting a STIP, preparing the Biennial Report to the Legislature concerning significant transportation issues, and evaluating the proposed state transportation budget.

CTSA - Consolidated Transportation Service Agency

DAR/DAL – Dial-A-Ride/Dial-A-Lift

DOT – Department of Transportation

EEM – Environmental Enhancement and Mitigation Program

A competitive grant program, administered through the CTC and Caltrans, which makes \$10 million available annually for mitigation of impacts from transportation related projects. Several types of projects are eligible for funding, including bicycle facilities and signage.

FAS (Federal-Aid Secondary Standards)

Federal road standards that apply to certain designated rural roads and minor state highways for which Federal-Aid Secondary Funds are spent. These have become part of the new Surface Transportation Program under ISTEA.

FC (Functional Classification)

A designation for each roadway describing its general characteristics in terms of its function within the overall roadway system. Examples include local roads, minor and major collectors, minor and principal arterials.

FCR (Flexible Congestion Relief)

A new State Highway Account (SHA) program element for funding in the new 7-year State Transportation Improvement Program (STIP) to help alleviate traffic congestion.

FTA – Federal Transit Authority

IRRS (Interregional Roadway System)

The IRRS is a series of interregional state highway routes outside of urbanized areas. They provide access to and between the state's economic centers, major recreational areas, and urban and rural regions.

IRRS Program

An SHA program element for funding improvements on the IRRS. Improvement projects for this program must be chosen from a 10-year IRRS Plan submitted by Caltrans to the California State Legislature in February of 1990. Programming will be authorized by the biennial CTC adopted STIP.

ITS (Intelligent Transportation System)

ITS is the use of computer and communications technologies to improve safety, productivity, and mobility even while traffic congestion increases.

LNG (Liquid Natural Gas)

Natural gas with cryogenic (very low temperature) properties of the fuel. (LNG is maintained at a temperature of -261 degrees Fahrenheit.)

Local Roads

The rural local road system should have the following characteristics (1) serves primarily to provide access to adjacent land (2) provides service for travel over relatively short distances as compared to collectors or arterial systems. Local roads constitute the rural mileage not classified as arterial or collector.

LOS (Levels-of -Service)

A qualitative measure of traffic operating conditions whereby a letter grade, "A" through "F", corresponding to progressively worsening traffic conditions, is assigned to an intersection or section of roadway

LTF (Local Transportation Funds)

TDA funding, which is derived from state sales taxes are generally referred to as LTF; also, the actual repository account fund for these revenues is at the Del Norte County Auditors - Controllers office.

Minor Arterial

In Del Norte County the "Minor Arterial" system consists basically of most state highways, although some new or existing county roads may achieve minor arterial status as the county grows. Minor arterials constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

MJC (Major Collector)

Major collectors should:

- (1) provide service to any County seat not on an arterial route, to the larger towns not directly served by the higher road systems, and to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, County parks, important mining and agricultural areas, etc;
- (2) link these places with nearby larger towns or cities, or with routes of higher classification; and,
- (3) serve the more important intra-county travel corridors.

MNC (Minor Collector)

Minor collectors should:

- (1) be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road;
- (2) provide service to the remaining smaller communities; and,
- (3) link the locally important traffic generators with their rural hinterland minor arterial(s).

NCUAQMD – North Coast Unified Air Quality Management District

NHS (National Highway System)

The National Highway System, which is a system of roadways of national significance. These roads would be eligible for additional funding under TEA-21.

OWP (Overall Work Program)

Annual work programs that are prepared by local transportation commissions for the purpose of applying for regional planning funds and other financial resources for the continuous development of regional transportation plans and operation of the transportation system.

PA (Principal Arterial)

Principal arterials are routes of state and regional significance whose design should provide for relatively high travel speeds with minimum interference to the through movement.

PPM – parts per million**Reasonableness Criteria**

The criteria used to determine if an identified unmet transit need is reasonable to serve using TDA funds as established by the RTPA pursuant to Section 99401.5 (c) of the State Government Code.

RIP (Regional Improvement Program)

How revenues are referenced for the regional shares in Senate Bill 45.

RTIP (Regional Transportation Improvement Program)

Document adopted biennially by RTPAs to present transportation improvement funding request to the California Transportation Commission. Replaced the rural county "fact sheet" and comments on Caltrans PSTIP beginning with the 1992 STIP. This 7-Year program must be submitted to the CTC by December 15 of odd numbered years.

RTP (Regional Transportation Plan)

The transportation planning document required by Section 65080 let. seq.) of the State Government Code "Directed at the achievement of a coordinated and balanced regional transportation system" within the area of responsibility of the recognized RTPA. With the passage of SE 1435 in 1992, the due date for the RTP is December 1 of even numbered years.

RTPA (Regional Transportation Planning Agency)

The regional transportation planning agency established by Government Code Section 29532; the RTPA in Del Norte County is the LTCO.

Senate Bill 45 (SB 45)

SB 45 states that each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services.

SHOPP (State Highway Operation and Protection Program)

A state program to rehabilitate and improve safety and operational characteristics on the SHS. SHOPP programs are not included in the STIP and are not counted against county minimums.

SHS – State Highway System

SR – State Route

STAA Truck

Surface Transportation Assistance Act Trucks of the following lengths: Tractor-trailer combinations in excess of 65 feet; Semi truck and single axle trailer combinations with kingpin to rear axle length in excess of 38 feet; Semi truck and double axle trailer combinations with kingpin to rear axle length in excess of 38 feet; Trucks with double trailer combinations in excess of 75 feet.

State Subvention Funds

Transportation planning funds made available to each RTPA under Section 99311.5 of the State Government Code for preparation of RTPs and RTIPs.

STIP (State Transportation Improvement Program)

The STIP represents the greatest share of state and federal transportation dollars, and has been significantly affected by SB 45. This program contains four years of funding and is updated every two years. In 1998 a supplemental funding process added \$1.3 billion worth of projects to the overall program. New funding after this supplement may not be programmed again until after the year 2000.

TDA (Transportation Development Act)

A pool of funds from a 0.25% of the general sales tax established by SE 325 for local transportation purposes, e.g., community level bus service, bikeways, transportation planning, and streets and roads. TDA funds can be spent on streets and roads if and only if there are no reasonable unmet transit needs.

TDM – Transportation Demand Management

TEA-21 (Transportation Efficiency Act for the 21st Century)

A new piece of federal legislation which establishes a new multi-modal surface transportation program, supports comprehensive transportation and systems planning, and allows for the flexible use of selected Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) grant programs.

Traffic Calming

Transportation techniques, programs, or facilities intended to slow the movement of motor vehicles in order to better accommodate other modes and increase safety. Examples may include medians or bulb outs.

TSM (Transportation Systems Management)

Short-range improvements to maximize the efficiency of the existing transportation system; includes traffic engineering, public transportation, traffic regulations, pricing structures, bicycle usage, and operational improvements not requiring construction of additional through lanes.

Unmet Needs Hearing

Hearings that are required to be held annually by the RTPA to determine whether or not there are any unmet transit needs that can reasonably be met before TDA funds may be used for streets and roads purposes (see Section 99401.5 and 99401.6, California Government Code).

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APPENDIX C PUBLIC COMMENTS AND RESPONSES

Del Norte Local Transportation Commission 2002 Regional Transportation Plan

The Draft 2002 RTP was made available for review to government agencies and the general public. The Supplemental Program EIR for the 2002 RTP was circulated through the State Clearinghouse and available at several locations in Del Norte County during the 45 day review period (September 25th to November 9th, 2001). Agency representatives who had contributed information for the RTP and/or EIR reviewed the documents to ensure that their input had been presented in a complete and accurate manner. They responded through memos, emails, letters, and hand-written comments. Members of the public attended four workshops held in various locations in Del Norte County during the month of October 2001, and provided verbal input. The following is a summary of comments received, and responses for the RTP. Comments and Responses on Draft Supplemental EIR are located in the Final EIR.

Draft 2002 Regional Transportation Plan Public Review Comments and Responses

Commenter: Caltrans (Comments provided in letter dated November 9, 2001, from Michele Fell, Chief of Regional Planning, Rail & Local Assistance, to Susan Morrison, Director, Del Norte Local Transportation Commission)

Comment:

Completed *Regional Transportation Plan – Guidelines*, RTP Appendix A must be added to document

Response:

Regional Transportation Plan – Guidelines, RTP Appendix A will be added (as Appendix D of this document). This Appendix is a checklist of compliance issues to be addressed in Regional Transportation Plan updates.

Comment:

Page 1-1, 1: Executive Summary, GENERAL OVERALL GOAL: Consider inserting ‘regional/interregional’ between ‘balanced’ and ‘transportation’.

Response: Change language as follows:

“To promote a coordinated and balanced regional and interregional transportation system, considering all modes of transportation and available funding.”

Comment:

In 1A. PUBLIC TRANSPORTATION, 2nd bullet: Consider inserting ‘are’ between ‘services’ and ‘reasonably’

Response: Change language as follows:

“To provide transit services for the general public and the transportation disadvantaged to the extent that resources are available and the services are reasonably cost effective.”

Comment:

Page 1-2, 1B. NON-MOTORIZED TRANSPORTATION (Pedestrian and Bicycle), 1st bullet: Please clarify if this is Regional, or primarily in and around Crescent City.

Response: Change language as follows:

“To support the use of non-motorized transportation and improve facilities in the Crescent City area to increase use.”

Comment:

Page 4-4, 2nd bullet, bottom of page: Consider adding ‘and other public facilities’

Response: Change language as follows:

“Encourage the construction or maintenance of sidewalks on all streets within one mile of schools and other public facilities. “

Comment:

Page 4-17, COUNTY ROAD NEEDS: Consider including the process for updating the County General Plan.

Response:

A discussion of documents referenced in transportation planning is included in Chapter 6.

Comment:

Page 4-18, 4th bullet: Please include the source of funding.

Response:

This chapter is a discussion of needs and is not intended to address funding. Needs assessment includes projects that may or may not be financially constrained. Funding is discussed in the Financial Element.

Comment:

Page 5-5, Section 5B. 1: Consider renumbering Objectives.

Response: Change language as follows:

“OBJECTIVE 1: In conjunction with the City and County, update the *Del Norte County and Crescent City Bicycle Facilities Plan* on a bi-annual basis.

“OBJECTIVE 1 2: Encourage the City and the County to implement the recommendations contained in the adopted *Del Norte County and Crescent City Bicycle Facilities Plan*.”

Comment:

Section 5D.3, Policy: Please clarify how DNLTTC will implement this policy, such as, use of Regional Improvement Program funds, etc.

Response: Change language as follows:

“To implement this policy and fulfill these objectives, LTTCO will continue to encourage Caltrans to conduct planning activities and to program funds for these upgrades through its SHOPP program.”

Comment:

Page 6-5, last bullet: This seems inconsistent w/ goals to remove STAA restrictions — Consider including a time period, i.e., five years, ten years, etc.

Response: Change language as follows:

“Restrictions on large trucks will continue on Highways 197 and 199 until improvements necessary to upgrade the routes are implemented.”

Comment:

Page 6-26, SHORT-TERM AND LONG TERM STATE HIGHWAY PROJECTS, reference to “To Be Added”: Please include this information in the final RTP.

Response:

The Draft and Final RTPs contained this information.

Comment:

Page 6-27, Crescent City Road Projects: Please verify the priority, funding source, and location.

Response:

The Draft and Final RTPs contain this information.

Comment:

Page 7-5: Please clarify the “X” millions and also include the dollar amounts in Table 7-6, Roadway Improvement Projects Summary of Costs and Revenues.

Response:

Table 7-6 has been updated with the most current financial information available.

Comment:

Page 7-7, Potential Funding Strategies, Strategy 2: - “Balance Spending...” Please describe this term in this discussion.

Response: Change language as follows:**Potential Funding Strategies Funding Strategy: Multi-Modal Emphasis**

Potential funding strategies are described below. ~~The first three strategies focus on prioritizing projects based on projected funding revenues while the fourth strategy outlines options for increase local revenues.~~

Strategy 1 – Primary Focus on State Highways

~~This approach would channel the majority of revenues to State highway projects and target those areas that show the greatest deficiencies. The deficiencies are identified through the analysis of level of service, accident rates, and other performance measures. Projects would be prioritized by the LTCO, in cooperation with the County, Crescent City and Caltrans.~~

Strategy 2 – Balance Spending on State Highways and Local Roads

~~This approach would consider needed capacity, safety and/or rehabilitation improvements on local streets and roads of regional significance, in addition to critical State highway projects. Improvements would be based on the purpose and need assessment from the Action Element and cost effectiveness calculations identified in the Financial Element.~~

Strategy 3 – Multi-modal Emphasis

In addition to highways and roads, this approach would channel some funds into multi-modal improvements including transit, bicycle and pedestrian facilities. Opportunities for implementing congestion reducing TSM and TDM strategies would take a higher priority in concert with capacity increasing measures. Although investment in multi-modal projects does provide increased air quality benefits, their effectiveness in reducing automobile trips through mode shifting can be somewhat limited in rural areas. The type and extent of investment would have to be weighed against these limitations.

Strategy 4 – Increase Local Revenue

~~Elimination of the projected funding shortfalls without reduction in the list of improvement projects will require new revenue sources. Development of a fee program would increase local revenue. The following steps could be taken to assure increased local revenue.~~

- ~~• Develop a local fee program for new development;~~
- ~~• Conduct a comparison of development fees in surrounding jurisdictions;~~
- ~~• Determine the “fair share” contribution for new development;~~
- ~~• A develop a road mitigation fee level and fee program structure, and~~
- ~~• Continue to seek alternative sources of funding in addition to the fee program.~~

Support Actions to Maximize Limited Funds

~~No matter what funding strategy is ultimately selected,~~ The following actions are recommended to help maximize the use of limited transportation funds:

Comment:

The Federal Highway Administration (FHWA) asks that, in preparation of a project with an Intelligent Transportation Systems (ITS) component, acceptance of an ITS Regional Architecture be stated in the RTP. Suggested language is *“We participated in the Rural California/Oregon Advanced Transportation Systems (COATS) ITS Strategic Deployment Plan and regional ITS architecture. We accept the Rural COATS regional architecture as our common structure for development of ITS throughout our region. As we implement ITS, we will establish a process within our region, in partnership with the California Department of Transportation and other stakeholders, to maintain the regional ITS architecture. All ITS projects funded with highway trust funds will be based on a systems engineering analysis.”*

Response:

The following language will be added to Chapter 4, Section 4-G.

The Federal Highway Administration (FHWA) asks that, in preparation of a project with an Intelligent Transportation Systems (ITS) component, acceptance of an ITS Regional Architecture be stated in the RTP. LTCO participated in the Rural California/Oregon Advanced Transportation Systems (COATS) ITS Strategic Deployment Plan and regional ITS architecture. LTCO accepts the Rural COATS regional architecture as the common structure for development of ITS throughout Del Norte County. As ITS is implemented, a process will be established within our region, in partnership with the California Department of Transportation and other stakeholders, to maintain the regional ITS architecture. All ITS projects funded with highway trust funds will be based on a systems engineering analysis.

Comment:

Numerous quotations are given from the California Department of Transportation RTP Guidelines, which indicate that Intelligent Transportation Systems (ITS) must be addressed.

Response:

The above paragraph starting with “The Federal Highway Administration” is added.

Comment:

Page 4-19, 1st bullet: Consider changing ‘of to ‘if.

Response:

This most likely refers to the 2nd bullet in the section’s third paragraph. This is changed.

Comment:

Page 5-10, SE: Change ‘MARTIME’ to ‘MARITIME’.

Response:

This change is made.

Commenter: City of Crescent City (Comments provided in memo dated October 2, 2001 from Diane Mutchie, City Planner, to Susan Morrison, Director, Del Norte Local Transportation Commission):

Comment:

“Crescent City Area Existing and Proposed Bicycle Routes” map (Figure 4-2) in Chapter 4 Section 4-B, needs revisions.

Response:

Revisions were made per instructions in the memo.

Commenter: City of Crescent City (*Comments provided in memo dated September 7, 2001 from Carol Leuthold, Finance Director/Treasure, to Planwest (quoted below) and in margin notes on the Draft RTP*)

Comment:

“INFORMATION: See attached spreadsheet showing a recap of the population estimates provided by the State of California, Department of Finance. As you can see the increase in Del Norte County’s population (total including the prison and the City of Crescent City) for the past 10 years has only been about 8%. The difference between January 1, 1991 of 25,927 and January 1, 2001 of 28,110 is 2,183, an increase of approximately 8%. If the population grows in the next ten years at the same rate, the total county population in the year 2010 will be about 30,000 to 31,000.”

Also various margin comments on Introduction, Existing Transportation, City Streets (Needs Section), Pipeline Transmission. Some of these comments are revisions to reflect current transit data; some question various statistical information used in the document; and some are editorial.

Response:

Concerning population issues, see response to County, below. Other corrections follow:

(Page 2-3) “Government employment and the service sectors now make a significant contribution to the local economy. Due to ~~the opening of the Pelican Bay State Prison in the late 1980’s and expansion in the early 1990s,~~ 20% of employees in the county now work for the State of California. Pelican Bay State Prison employs approximately 1,400 people, and generates an annual prison payroll of approximately \$80 million. Overall, federal, state, or local government employs 36% of all employees in Del Norte County.”

(Page 3-1) “Redwood Coast Transit is a public transit service operated jointly by the City of Crescent City and the County of Del Norte. Currently, RCT provides a Klamath ~~commuter~~ service, a Crescent City ~~fixed route~~ service, a Howland Hill fixed route service and a Dial-A-Ride service. All vehicles used for RCT’s services are fully ADA accessible. RCT contracts with a private transit operator, Paratransit Services, to undertake system operations including the provision of drivers, dispatch service, management, and vehicle maintenance. ~~Day-to-day~~ system management is undertaken by the RCT Transit Operators Committee. All significant system decisions go to the

Crescent City City Council and the Del Norte County Board of Supervisors. Both public bodies must independently affirm a recommendation before it may be acted upon. “

(Page 3-1) “This is a commuter service between Crescent City and Klamath. The bus makes two round trips Monday through Friday – leaving Crescent City at 6:15a.m. and 3:30p.m. The bus makes two round trips per day on Saturday – leaving at 7:15 a.m. and 3:30p.m. Fares are \$1.50 per trip for adults, \$1.00 per trip for juniors (those under 11), and \$1.00 per trip for seniors and persons with disabilities. Children under five who are accompanied by an adult ride free. The average number of one-way passenger trips per month during the past year on the Klamath Public Bus was 327. (See Fig. 3-1).”

(Page 3-3) “Access and Reverse Commute (JARC) grant program in 1999 that was used to extend service hours starting in June of 1999. Approximately seven additional service hours were added each day Monday through Saturday. Currently, the route operates Monday through Saturday from 6:30a.m to 9:30 p.m. Fares are \$1.50 per trip for adults, \$1.00 per trip for juniors (those under 11), and \$1.00 per trip for seniors and persons with disabilities. Children under five who are accompanied by an adult ride free. The average number of one-way passenger trips per month during the last year on the Crescent City Fixed Route was 1,172. (See Fig. 3-2).”

(Page 3-3) “This is a new route, started in September, 2001. It consists of six trips per day. Hours of operation are from 6:30 a.m. to 6:30 p.m. Fares are \$1.50 per trip for adults, \$1.00 per trip for juniors (those under 11), and \$1.00 per trip for seniors and persons with disabilities. Children under five who are accompanied by an adult ride free. Statistics are not yet available for this route.”

(Page 3-17) “In the past, the harbor was also used for the shipment of petroleum and lumber by barges. All of the facilities necessary for the commercial fisherman or recreational boater are available at the harbor including fuel, water, ice, general and marine supplies, and hoists. Approximately ~~300~~ 250 commercial fishing boats and ~~300~~ 250 sport fishing boats operate out of Crescent City Harbor each year. Two seafood companies process the catch locally”.

(Page 3-20) “The City of Crescent City has a major waterline which extends between a Ranney Collector on the Smith River and a ~~4,000,000~~ 4,000,000-gallon storage tank off Washington Boulevard. The waterline follows generally along Railroad Avenue and Wonder Stump Road. The pipeline varies from 10 inches to 14 inches in diameter and is approximately 8-1/2 miles long. It carries approximately 980 million gallons annually. ~~The City is under construction on a 24-inch line from Elk Valley Cross Road to Macken Street that will become its transmission main replacing an existing line that has also been used for distribution.~~ The City installed a 1,500,000-gallon storage tank and pumping station at Amador and Macken Streets in 1982”.

(Page 3-20) “The City of Crescent City has made recent capital improvements to its water transmission and distribution system. The capital improvements were made to meet increased consumer demand, in particular to meet peak demands and to maintain water pressure during summer months. Improvements included installing new transmission and distribution lines; a new pumping station and four million gallon storage site; and system

control upgrades. This expansion project increases the system's capacity to 6. 7.13 mgd (million gallons per day)"

(Page 4-18) "The City of Crescent City ~~Draft~~ General Plan Update May 5, 2000 includes the following significant roadway improvements to city streets:

~~Roundabout at the~~ "S-Curve" (south of Front Street): Improve access to downtown and Front Street by allowing northbound traffic to turn left from Highway 101 onto Front Street. The design incorporates the proposed traffic signal at the Front Street/L Street intersection. Front Street between L and M Streets would to be effectively converted to a one-way westbound operation."

Commenter: County of Del Norte (Comments provided in email dated November 14, 2001 by Heidi Kunstal, Planner, to Susan Morrison, Director, Del Norte Local Transportation Commission):

Comment:

"Revise estimated **2010** and **2020** County Population figures to reflect Department of Finance's most recent updated estimates."

Response:

Revisions to page 2-1:

~~Del Norte County posted a growth rate of 1.4% between January 199 and January 2000. Population forecasts are important predictive tools useful in anticipating population growth and demand for community services, such as transportation. The California Department of Finance predicts that Del Norte County's population will grow to 41,600 34,500 by 2010 and 51,300 39,000 by 2020. The Crescent City General Plan presents alternative growth predictions based on a historical 2% growth rate. In those predictions, Del Norte County will reach a population of 35,136 by 2010 and 42,042 by 2020.~~

Commenter: Yurok Indian Housing Authority (Fax Comments dated November 9, 2001 from Romeo de La Pena, CPT, MCIP, Planning & Development Director, to Susan Morrison, Director, Del Norte Local Transportation Commission):

Comment 1:

On page 1-2: 1.D HIGHWAYS/ STREETS/ ROADS Include: "Development of rest stops and points of interest with restroom facilities along Routes 101, 197, and 199."

Response:

In Chapter 4, Section 4-H, RECREATIONAL TRAVEL, insert the following language:

"The need for providing more frequent parking areas and rest stops along the highways should also be assessed. "

Comment 2:

On page 1-5: 1.H RECREATIONAL TRAVEL Summary of Needs and Issues Include: “Developing parking areas along points of interest with restroom facilities.”

Response:

Same response as to above comment.

Comment 3:

On page 1-4: 1.I Summary of Needs and Issues. Include: “Encouraging new residential, commercial development; and compatible development that will maximize the use of existing transportation facilities.”

Response:

The local general plans designate land uses and issues concerning compatible development would be better addressed in those documents.

Comment 3a:

On page 1-4: 1.I Summary of Needs and Issues. Include: “Encouraging improvements to the transportation system that will promote and encourage safe, convenient, and enjoyable travel by modes other than automobiles. “

Response: Change language as follows:

- Encouraging improvements to the transportation system that will promote and encourage safe, convenient and enjoyable travel by modes other than automobile.

Comment 4:

On page 2-5 C. AVIATION second sentence Include: Andy McBeth Field in Klamath, Yurok Reservation

Response: Change language as follows:

Del Norte County has three airports, Jack McNamara Field just outside Crescent City, Ward Field in Gasquet, and Andy McBeth Field in Klamath Glen within the Yurok Reservation.

Comments 5 and 6:

On Figures 2.1, 3.1, and 3.4 Include the Yurok Reservation.

Response:

Revisions will be made to Figures 2-1, 3.1, and 3.4.

Comment 7:

On page 3-10: Include: Andy McBeth Airport is located approximately 25 miles south of downtown Crescent City in the unincorporated community of Klamath at Yurok Reservation.

Response: Change language as follows:

McBeth Field ~~Airport~~ is located approximately 26 miles south of downtown Crescent City in the unincorporated community of Klamath Glen within the Yurok Reservation.

Comment 8:

On page 4-4 YUROK TRIBE 5th line after Requa: The Yurok Indian Housing Authority, a Tribally Designated Housing Entity of the Yurok Tribe has recently completed eleven New single-family affordable, safe and decent houses for tribal Members with HUD programs in the Klamath Townsite, Yurok Reservation, and plans to build an additional sixty residential Units in the reservation and the tribe's service areas of Del Norte and Humboldt Counties.

Response:

Representatives of the Yurok Tribe say that people in the Klamath area need transit to reach job opportunities and other services in both Crescent City and Eureka. Children in Klamath have a difficult time reaching high school in Crescent City. There are very limited opportunities for people without private vehicles to travel between Klamath, Klamath Glen, and Requa. The ~~Tribe~~ Yurok Indian Housing Authority, with funding from a federal Housing and Urban Development (HUD) program, has recently completed eleven new affordable single-family houses for tribal members in the Klamath townsite, within the Yurok Reservation. The Yurok Indian Housing Authority has also stated that it ~~and~~ plans to build an additional sixty residential units on the Yurok Reservation or within the tribe's service areas of Del Norte and Humboldt Counties. In addition, the tribal headquarters are being moved from Eureka to Klamath. Although the Tribe will be providing a vanpool for potential commuters between Humboldt and the tribal headquarters, the times of service will not accommodate everyone and could thus result in a future transit need. ~~This could increase the need for transit.~~

Additional Comments from the Yurok Indian Housing Authority:

- “1. Additional Definition of a Transportation Plan: A transportation plan also is a guide for the development of the transportation systems and network to serve the communities mobility needs for the next (time horizon, e.g. 20-25 years). It should be considered as a “living” document, not as a static plan. Therefore, it will require periodic updating of the plan.
- “2. The Purpose of the Plan for the: a. County ; b. Crescent City; c. Tribal Reservation; d. Unincorporated areas; e. State; f. Transportation Planning; and g. Capital Programming
- “3. The Process for Developing the Plan. The process which has been followed to date and which is proposed for the completion of the Transportation Plan shall be structure to address and define the involvement of stakeholders: a. Defining the Goals; and b. Building the Plan.
- “4. Plan Components of elements (Additional): a. Public Participation Program; b. Transit Service or Ridership Studies; c. Traffic Model; d. Road Widening Plan; e. Demand Management; f. Public Survey; g. Road Standards; and h. Final Report”

Suggested Response:

Items 1-4 are outside the scope of the California Transportation Commission's *Regional Transportation Plan Guidelines*, which must be used to determine what is included this document.

Commenter: Resighini Rancheria (Comments provided in letter dated October 12, 2001 from Ken Jones, Transportation Planner/Director, to Susan Morrison, Director, Del Norte Local Transportation Commission):

Comment:

“Include truck stop related project in RTP, as quoted below:

“Here is the informational letter that you requested, as pertaining to the October 6, 2001 Regional Transportation Planning meeting held by LTCO, for the “Public Involvement/Consultation Process” at Crescent City, CA. Whereas, a common consensus was reached by LTCO Chairman, Jack Burlake, LTCO staff, and other meeting attendees, that the project that I had presented at the meeting had enough “Regional Significance” to be included in the 2002 Regional Transportation Plan, for LTCO and Cal-Trans. The project concerns the Highway 101, Southbound turn off to Klamath Beach Road, just South of the Klamath River Bridge. The off-ramp contains a hairpin switchback, which the large single trailer semi-trucks cannot negotiate, without going over the double-yellow line, into the oncoming lane. This was determined by an actual test, conducted by Cal-Trans, at my request, using a long lumber hauler from the Snoozie Shavings Lumber Company. The reason that I had brought it to Cal-Trans’ attention is because the Resighini Rancheria is planning to open a truck stop/convenience store on their property; thereby, causing a significant increase in the flow of truck traffic using the above mentioned off-ramp. As you may remember, at the October 6 meeting, the attending members came to consensus that the project had “Regional Significance,” because of the fact that it was connected to the Resighini Rancheria’s proposed truck-stop, which would add another truckstop/reststop to the Highway 101 corridor; thereby, aiding motorists in general, because of the scarcity of rest stops along the 101 corridor. I will contact Cal-Trans and have them send me their test data, to forward to LTCO. The Resighini Rancheria looks forward to having this, “Regionally Significant,” project placed into LTCO’s 2002 Regional Transportation Plan.”

Response:

Caltrans has proposed a project in the Minor B (SHOPP) program, which should alleviate this problem. Construction is planned for 2003.

Public Comments made at Four Workshops

Public Comments:

Public Transportation

- “We need just one Dial-a-Ride vehicle that is available at night.”
- “Other than the lack of night service, Dial-a-Ride is a good system, great drivers.”
- “We need an “event responsive” public transportation system, that responds to transit needs.” for special events and for regular events such as commercial air flight schedules and hospital visiting hours.”
- “Would it be better to have an expanded Dial-a-Ride service and no fixed-route service?”

Responses:

In Chapter 4, “Assessment of Needs”. Section 4A, “Public Transportation: The ‘Unmet Needs Process’, Unmet Transit Needs”, after the second bulleted item, add the following language:

Unmet Transit Needs Expressed During Public Hearings on the 2002 RTP Update:

Some additional transit needs were expressed during a series of public hearings held during October 2001 as part of the public participation program for preparing this document. Although people expressed appreciation for the Dial-A Ride system, and its “great drivers,” they said that the Dial-A-Ride service does not operate long enough, and that evening service hours are essential if transit-dependent citizens are to participate in community events. People said that the public transportation system should also be more responsive to special events, and for regularly occurring community events, such as commercial airline schedules and hospital visiting hours. Some people stated that fixed-route service is inappropriate for persons who live several blocks from a bus line, especially during inclement weather, or when they are carrying bags of groceries, and funds used to operate the fixed-route system could be better utilized by expanding the Dial-A-Ride service.

Non-Motorized Transportation (Bicycle and Pedestrian)

- “Keep developing bicycle facilities on both local and state roadways.”
- “We need bike lanes all along Highway 101 for the many bike tourists; and specifically in the Klamath area for local use.”
- “Pedestrian access in the Klamath area could be better, especially for kids.”
- “We need better education and enforcement regarding bicyclists’ behavior – there are lots of cyclists riding against traffic, on sidewalks, etc.”
- “Start with educating school kids regarding proper and legal bicycle use.”

Responses:

The document already addresses these issues in a general way. For more specific information, consult the *Del Norte County and Crescent City Bicycle Facilities Plan*, which is on file at City and County offices.

Aviation

- “Address the need for parking and shuttle service for airport access now that the existing parking lot is not usable due to national security measures.”

Response:

The parking lot has been re-opened since this comment was made, therefore no additional services are necessary.

Highway/Streets/Roads

- “Address the overall need for rest stops and travel information all along Highway 101.”

Response:

In Chapter 4, under Section 4-H, RECREATIONAL TRAVEL, insert the following language: “The need for providing more frequent parking areas and rest stops along the highways should also be assessed. “

Public Comments (continued):**Tele-Transportation**

- “Internet access upgrades are needed in the Klamath area. “

Response: Change language as follows:

(Chapter 4, Section 4-F) “LTCO supports the development of tele-transportation as a viable mode of transportation, capable of reducing vehicular trips, and providing Del Norte residents, businesses and public institutions with access to tele-transportation opportunities. At the present time, wireless internet is the only option for businesses in the County that want to begin to employ broadband data services. Moreover, the service area for broadband services is limited to the Crescent City area. None of the County’s outlying areas are served by broadband. LTCO identified the following existing and future transportation need with regard to tele-transportation:

Improvement of the ~~local~~ County-wide telecommunications infrastructure that would facilitate the offering of more telecommunications services, which would be the foundation for tele-transportation and improve the climate for local business.”

Transportation System Management

- “Add a new goal regarding better, more accurate, “on-going, real time” communication to motorists regarding travel conditions on the state highways.”
- “Consider low-tech as well as high-tech solutions to providing better communication to motorists.”

Response: Change language as follows:

(Page 4-23) “Caltrans operates a system of changeable message signs, and has a website where up-to-date travel informational bulletins can be accessed. Efforts to expand and enhance broadcast of real time information to the public are supported by LTCO.”

Integrated Land Use and Transportation Planning

- “Adequate access needs to be available or provided for any transfer station location and waste hauling routes, including addressing the needs of other users such as bikes and pedestrians.”

Response:

The siting of solid waste transfer stations is outside the scope of this document. However, LTCO communicates with Del Norte Solid Waste Authority regarding transportation improvements necessary for their new facility.

Integrated Land Use and Transportation Planning

- “Resighini Rancheria is working on developing a truck stop on the southeast side of the Klamath River bridge. They hope to coordinate more with LTCO; perhaps get the project in the RTP.”

Response:

Caltrans has proposed a project in the Minor B (SHOPP) program, which should alleviate this problem. Construction is planned for 2003.

Additional Changes Suggested at TAC Meeting

(Page 1-7) “The new legislation authorizes funding for highway, highway safety, transit and other surface transportation programs ~~for the next six years. 1998-2003.~~”

(Page 1-8) “Environmental impacts due to State highway projects identified in this plan will be addressed on a project-by-project basis as described in Chapter 8. Traffic impacts on local streets and roads, impacts to transit services, pedestrian and bicycle facilities, aviation and the harbor have been addressed. ~~As mentioned earlier, some mitigation efforts have already been identified.~~”

(Page 2-5) “Public transportation planning, development and service options in Del Norte County are outlined in the Del Norte County Transit Plan - 2000, a document adopted by the Del Norte Local Transportation Commission during fiscal year 1991/92. Additionally, a Comprehensive Public Transit Service Plan was completed in 1995. Public transportation services in Del Norte County are provided by public and private agencies. These include demand-response and fixed route bus services, taxicabs, and private, non-profit transit services. A new Transit Development Plan is underway for the 2002-2002 Fiscal Year.”

(Page 3-10) “~~Ward Field Airport~~, the County’s second most used airport, is located in the unincorporated community of Gasquet approximately thirty miles from downtown Crescent City. It is functionally classified as a Community airport.”

(Page 3-10) “For the year 1999-2000 the airport had an estimated annual operations count of 100. There are no based aircraft at Andy McBeth Field ~~Airport.~~”